BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMAND

AFMC INSTRUCTION 21-133

13 SEPTEMBER 1999

Maintenance

DEPOT MAINTENANCE MANAGEMENT FOR AIRCRAFT REPAIR

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the HQ AFMC WWW site at: http://afmc.wpafb.af.mil. If you lack access, contact your Publishing Distribution Office (PDO).

OPR: HQ AFMC/LGPP (Teresa M. Harrison) Certified by: HQ AFMC/LG (Ronald D. Baty)
Pages: 192
Distribution: F

This instruction complies with ISO 9001 and implements AFI 21-102, *Depot Maintenance Management*, AFPD 21-1, *Managing Aerospace Equipment Maintenance*, and AFMCP 63-3, *Integrated Weapon System Management*. It establishes process, organization, functions and policies, and assigns accountability and audit guidelines for the Aircraft Repair Enhancement Program (AREP) activities within the Air Force Materiel Command. This instruction supersedes guidance in AFMCR 66-55, Mission Design and Series (MDS)/Project Workload Planning and other AFMCIs on the same subject.

Chapter 1— PHILOSOPHY **4**

1.1. Purpose: 4

1.2. Management Philosophy: 4

Chapter 2— INDUSTRIAL SUPPORT TO AIRCRAFT REPAIR PROCESS **8**

2.1. Establish and Train Process and Procedures: 8

2.2. Develop, Refine Visibility Of, And Plan Requirements: 9

2.3. Develop Work Packages: 16

2.4. Forward Look Supportability Reviews: 21

2.5. Establish And Open Job Order Number: 28

2.6. Order, Receive, Store And Deliver Materiel: 28

2.7. Receive And Store Materiel: 33

2.8. Resolve Back-Order Problems Via Supportability Options: 34

2.9. Measure Results And Analyze Trends: 38

Chapter 3— RESPONSIBILITIES, STRUCTURE AND FUNCTIONS 40

3.1. Responsibilities: 40

3.2. Weapon System Support Center Structure: 40

Figure 3.1. Standard WSSC Organizational Subdivisions. 41

Figure 3.2. WSSC Positions. 42

3.3. Functions: 42

Chapter 4— WSSC POSITIONS and TASKS 48

4.1. Background: 48

4.2. WSSC Positions: 48

4.3. Matrixed Positions: 51

4.4. Standard WSSC Position Titles, Series And Grade: 51

Figure 4.1. Weapon System Support Center (WSSC) Organization Positions. 52

Chapter 5— AIRCRAFT REPAIR PROGRAM MANAGEMENT SYSTEMS 53

5.1. Aircraft Repair Data and Information System Requirements: 53

5.2. Aircraft PDM/UDLM/Mod Scheduling System – Central Interface to Leg 53

5.3. Programmed Depot Maintenance Scheduling System (G097): 54

Figure 5.1. Standard PDMSS. 55

5.4. Materiel Processing System (D230): 56

Figure 5.2. Material Processing System (D230) Schema. 57

5.5. Reparability Forecast Model (D357): 59

Figure 5.3. Reparability Forecast Model. 60

5.6. Legacy System Interfaces: 60

Figure 5.4. PDMSS (G097) Interfaces for Aircraft Repair Support. 61

5.7. Standard Program Management Suite: 61

Figure 5.5. Standard Program Management Suite Matrix. 62

Chapter 6— RESULTS FOCUSED MEASUREMENT AND METRICS 63

6.1. Results Measurement: 63

6.2. Industrial Support To Aircraft Production. 63

6.3. Product Metrics: 65

Attachment 1— GLOSSARY OF ABBREVIATIONS AND ACRONYMS 66

Attachment 2— CODES **71**

Attachment 3— ACTIVITY HEIRARCHICAL DECOMPOSITION **72**

Attachment 4— PROCESS ACTIVITY DESCRIPTIONS **91**

Attachment 5— INFORMATION SYSTEMS INTERFACING **182**

Attachment 6— DEPLOYMENT PERFORMANCE ORIENTED EXIT CRITERIA **187**

Chapter 1

PHILOSOPHY

1.1. Purpose: This instruction outlines the maintenance management philosophy and policies required to accomplish programmed depot maintenance (PDM), unprogrammed depot level maintenance (UDLM), aircraft modifications, and unpredictable requirements. It specifically addresses the overall philosophy, organizational structure, key personnel duties and responsibilities, and supporting legacy systems necessary for depot maintenance within the Departments of Defense (DoD) and Air Force, and complies with Air Force Materiel Command (AFMC) strategic plans and program goals. This instruction focuses on depot aircraft weapon system repair.

1.2. Management Philosophy: The aircraft repair environment applies agile combat support logistics concepts such as Consolidated Serviceable Inventory (CSI), Production Serviceable Inventory (PSI), direct vendor delivery, electronic commerce, inventory turnover management, and support well forward. Rapid response such as Basic Ordering Agreements (BOA) and Basic Purchasing Agreements (BPA) are used as appropriate in the back shops and in the aircraft production areas. All resources by type are synchronized to a tail number operation schedule to enable the mechanic who repairs aircraft. The industrial support to aircraft repair process with its respective activities drives the organization structure, system requirements, facilities needed and policy changes.

1.2.1. Characteristics:

1.2.1.1. Aircraft management will implement an automated aircraft production operation-level schedule. This schedule must be available to both production and support personnel. A tail number-specific aircraft production schedule (with its critical path) provides the focus for synchronizing logistics support and direct labor. The goal line for all process support players is to provide the supporting resources to the mechanic prior to the operation start date. Aircraft management must not shift major jobs in the schedule for the purpose of manipulating short-term efficiency of direct labor. Movement of operations within ten day windows will remain the purview of the first line supervisor. Adherence to schedule will be more critical as flow-days are reduced. Independent, uncoordinated manipulation of the schedule would de-synchronize the in-work major aircraft tasks from their support logistics. Unexpected events will always occur, and may require changes to the schedule. Unexpected events are more readily accommodated when the majority of tasks are accomplished according to schedule. The schedule emanates from production's annual (FY) work plan with the number of aircraft by work package; becomes more specific by Mission Design and Series (MDS) level of detail; and is most specific with the schedule by tail number for a particular aircraft. This schedule resides in the aircraft repair scheduling system that captures operations by start date within the network and provides project management capability and visibility to all.

1.2.1.2. Aircraft management will man-load to the schedule on multiple shifts within existing constraints. This will result in fewer aircraft in work at one time, but these aircraft will flow through the depot at higher velocities. Aircraft labor and logistic support will be highly focused on fewer aircraft. By reducing the number of aircraft on-station, thereby increasing the number available in the field, an increasing capacity arises at the ALC.

1.2.1.3. The first line supervisor assigns work and supervises mechanics. Direct labor does not need to leave the aircraft.

1.2.1.4. All other industrial support resources such as materiel, repair parts, tools, special equipment, HAZMAT, personal protective clothing, routed and facilitate other maintenance (FOM) items etc. required at the tail of the aircraft by the mechanic will be synchronized to and pulled by the aircraft work schedule. Significant to this support are the forward logistics specialist (FLS - parts and materiel) and the aircraft logistics specialist (ALS - schedule-compliance, special tools and equipment) working at the aircraft repair location, the Forward Support Area (FSA). Both specialists provide support to the mechanic IAW schedule by reacting to unpredictable requirements with their Weapon System Support Center (WSSC). The FSA becomes the mechanic's one-stop service center – providing most resources well forward for availability at the operation start date and do not distract direct labor from their aircraft repair tasks.

1.2.1.5. Proper synchronization of available back shop capacity to the aircraft schedule is a necessary pre-condition to reducing the number of aircraft flow-days. The back-shops will integrate the aircraft schedule requirements into their scheduling activities. This means aircraft production must be able to prioritize their back shop requirements as per the aircraft production schedule. These priorities must then be de-conflicted, if multiple aircraft customers require the same back shop capacity at the same time. The synchronization team consists of a schedule execution representative, usually an ALS, from each aircraft WSSC along with a back shop representative from a Commodities Shop Service Center (SSC) or local manufacturing. The team is responsible to resolve these conflicting priorities and expedite output to schedule. These representatives will meet weekly or as required to work the "hot item" aircraft priorities from a center perspective when conflicting demands for back-shop capacity exist. Deconflicting competing customer requirements for back shop capacity can only be done if the customer works closely with the back shops. Accordingly, the back shops are able to work quickly and collaboratively to properly load available back shop capacity. Aircraft priorities worked in the back shops must also be synchronized to the schedule, if the integrity of the aircraft production schedule is to be maintained, and support provided when needed. Regular high-level reviews occur to resolve conflicts between aircraft requirements and back shop capacity.

1.2.1.6. Multi-discipline support personnel are consolidated into the Weapon System Support Center. The WSSC contains supply support (RIMs, supportability specialists, supply technicians, logistics management specialists, and forward logistics specialists); inventory storage and distribution (materiel handler expediters and examiners, parts attendants); production support (planners, work loaders, master schedulers, aircraft logistics specialists); engineering; and procurement (contracting officer) personnel. Procedures and analysis specialists, production controllers, and system specialists also are assigned to the WSSC.

1.2.1.7. An automated program management scheduling system is the core system within the aircraft repair process. Visibility of schedule, resources required by operation start dates, quantities by type required, costs etc. are provided to the aircraft tail team and process support personnel in the industrial logistics pipeline, so that all members synchronize their efforts to the aircraft schedule. The scheduling system permits simulation of resources by type against the schedule, and has a report generation feature for tailored reports. System requirements and legacy system interfaces are addressed in Chapter Five and Attachment 5.

1.2.1.8. An industrial support process from requirement identification in the System Program Office (SPO) and MAJCOMs through completion of programmed, unprogrammed, modification, and unpredictable depot level maintenance is complex. Each requirement has its own work pack-

age: tasks, resources and schedule. To this end, planning and support activities are highly integrated within the process model "from SPO to Go", the time when an aircraft departs for home station. The process includes functional legacy systems, supporting functional personnel within integrated activities of a streamlined model. The activities include direct and indirect production support, back-shop support, system program or integrated weapon system management support, LGS supply support, LGP DMAG support, and financial management support. A listing of, and descriptions of, each activity within the process are included in Attachments 3 and 4, respectively.

1.2.1.9. Both aircraft production and logistic support activities will be measured by criterion-referenced performance i.e. met or not met. Observable exit criteria are established (Attachment 6) to evaluate whether weapon systems are compliant with AREP implementation, and serve as an ISO 9001 checklist. Business measures include the ability to accomplish tasks in accordance with the timing prescribed by the aircraft production schedule. As such, delays to schedule at the aircraft and in delivery to the customer will be major measures. Cost and quality are the other major measures. See Chapter Six.

1.2.2. Vision:

1.2.2.1. Provide a quality product in the best time for the best value to our primary customer, the war fighter.

1.2.2.2. Support and maintain a motivated and committed work force focused on customer satisfaction and best value.

1.2.2.3. Provide a decision support system and flexible process to rapidly allocate resources to respond to customer needs.

1.2.2.4. Institutionalize a just-in-time supply system providing materiel to the mechanics when they need them.

1.2.2.5. Operate in a fiscally constrained environment and provide flexible funding with a real-time cost accounting system.

1.2.2.6. Maintain long-term relationships with our government and industry partners so that they have a stake in success.

1.2.3. Mission: The aircraft logistics center aircraft repair mission is to provide more effective and efficient aircraft industrial support to the war fighter, within the USAF core competency of agile combat support, so as to:

1.2.3.1. Execute actions within a disciplined industrial support process.

1.2.3.2. Assure the synchronized flow of resources enables the mechanic.

- Accomplish PDM, UDLM, and modifications repair requirements.
- Reduce depot flow days and aircraft inventory on station.
- Reduce materiel inventory required to support aircraft.
- Reduce costs of aircraft weapon system repair.
- Respond to unpredictable requirements.

1.2.3.3. Improve depot partnerships with MAJCOMs, suppliers etc.

1.2.3.4. Deliver each aircraft on schedule.

1.2.3.5. Provide maximum number of mission capable aircraft to the war fighter at the best value for their level of funding.

1.2.4. Objectives:

1.2.4.1. Streamline the industrial support process for aircraft repair.

1.2.4.2. Improve the visibility of, and plan for, requirements.

1.2.4.3. Synchronize resources to the schedule and operation start date.

1.2.4.4. Conduct periodic, proactive, “forward look” supportability reviews.

1.2.4.5. Consolidate logistics support functions in a Weapon System Support Center (WSSC) organization.

1.2.4.6. Standardize a program management scheduling system, and interface it with required legacy systems.

1.2.4.7. Establish process activity-based performance metrics for quality, schedule and cost.

These objectives are supplemented with descriptions in Chapter Six and performance-oriented exit criteria in Attachment 6. These criteria can be used to indicate whether the objectives have been accomplished and serve as an audit compliance checklist for ISO 9001.

Chapter 2

INDUSTRIAL SUPPORT TO AIRCRAFT REPAIR PROCESS

2.1. Establish and Train Process and Procedures:

2.1.1. Establish Process and Procedures:

- The WSSC Procedures and Analysis (P&A) Office develops procedures by section and position in accordance with the AREP mission, objectives and process, and the resulting process-driven organization, functions, systems, positions, facilities and measures. Other inputs for review include mission changes, management direction, Reports of Discrepancy (RoDs), Quality and Materiel Deficiency Reports (Q/MDR), warranty and desired results. The P&A Office reviews functions by section, tasks by position, and evaluates duties and responsibilities by position. Not all tasks and functions pertain to all workload, locations and aircraft. Some workloads require additional tasks. As such, unique procedures may pertain.
- The WSSC P&A Section will list and validate required tasks in the prescribed order of performance. The WSSC P&A Section will write actual procedures by task, in accordance with USAF and AFMC directives or instructions. Procedures will include all site-peculiar "work-arounds", i.e. procedures that serve as alternatives to the established routine. Identified interim work-arounds will be sent to other ALCs for information, and forwarded to AFMC for evaluation. If appropriate, ALCs will develop interim "work-arounds" into formal Process Change Requests (PCRs) for consideration and approval by HQ AFMC, and thus be incorporated into the standard AREP process.
- The WSSC P&A Section will monitor the currency/relevance of published WSSC and AREP Standard Operating Procedures (SOPs). The WSSC P&A Section will make changes to WSSC/AREP SOPs as required. Changes will reflect requirements identified during routine monitoring of published SOPs. The WSSC P&A Section will post changes to SOPs as required.

2.1.2. Train Process and Procedures:

- The WSSC P&A Section will provide process overview and introductory training, regardless of what office performs the actual training. The WSSC P&A section will develop performance-oriented training objectives that support the Industrial Support to Aircraft Repair process. Performance-oriented objectives adhere to the format of Task-Condition-Standard. The WSSC P&A Section will develop training outlines in accordance with defined training objectives.
- Specific training required from other agencies will be based upon a gap analysis between the current skill set of assigned personnel, and skills required to perform the required tasks. The WSSC P&A Section will pass personnel training requirements involving function-specific subject matter to the appropriate "home office".
- The WSSC P&A Section will schedule appropriate training facility, coordinate with supervisors, and notify personnel of the training schedule. The WSSC P&A Section will conduct familiarization training covering the process and tenets for aircraft support and the WSSC organization. Trainers will conduct position-specific task training in accordance with identified WSSC activities and functions. Supervisors will update the training records (for civilian,

Automated AF Form 971; for military, AF Form 623; 201 Files) of assigned personnel to reflect accomplished training.

2.2. Develop, Refine Visibility Of, And Plan Requirements:

2.2.1. Programmed Depot Maintenance Requirements: Programmed Depot Maintenance (PDM) requirements as identified by the using command and system engineers are compiled as work specifications in a Statement of Work (SOW). Requirements may include programmed upgrades, analytical condition inspections, and scheduled preventive maintenance. Aircraft mission, design and series (MDS), and age determine PDM requirements. The PDM requirements are presented to the System Program Office (SPO), which compiles the requirements into a Statement of Work (SOW). The SOW is the draft work specifications for the PDM. Prior to the Maintenance Requirements Review Board (MRRB), the SOW is the authoritative reference document for all facets of planning the PDM, to include labor hours, materiel, facilities, tools, and equipment.

2.2.1.1. The SPO will identify and ensure supportability of new materiel requirements, to include an assessment of stock-fund authority necessary to effect the PDM. The SPO Program Manager will review the SOW, and identify any materiel required not previously used by, or loaded against a PDM task. The Equipment Specialist will review the list of "new" materiel (not previously loaded against a Programmed Depot Maintenance task), to verify that all have a National Stock Number (NSN) assigned. This includes NSNs for materiel, repair parts, tools, facilities HAZMAT, etc. The SPO Equipment Specialist and Engineer will develop a list of materiel required for new work by reviewing technical orders (TOs) and drawings, or other engineering data. When complete this list will be a fully indentured engineering Bill of Materiel (BOM) consisting of component parts, quantity per unit, and parent component relationships required to produce an end item. The Logistics Management Specialist will send the developed list to appropriate Prime Item Managers (PIMs). The PIMs, in turn, will perform a preliminary supportability review of materiel requirements not previously loaded against a PDM task.

2.2.1.2. The SPO will initiate the required action to assign NSNs to those items required by the SOW that do not have an NSN assigned. Non-Stock Listed (NSL) items identified later in the supportability process, either before or after the aircraft has arrived on-station and is in-work, can be referred back to the Equipment Specialist for necessary actions to stock-list the item.

2.2.1.3. The SPO will forward the SOW to the WSSC with all required data for the WSSC Planners to perform a "Price Out" (by labor category) of work, to include any differences if the new SOW represents a change to the current (already in-work) PDM package. The Planner will use the data provided in the SOW, TOs, and experience from first article to determine the labor hours, equipment, facilities, and materiel required to accomplish the SOW. The Planner will correlate the specified work with required skill codes, identify which tasks have materiel associated, identify facility requirements for each task, correlate required skills with hours, and flow the work in a logical sequence. The Planner will return the estimate reflecting the man-hours required to accomplish the tasks defined within the SOW to the SPO.

2.2.1.4. The Planner will estimate the physical resources required to accomplish the SOW. The physical resources' estimates include ramp and hangar space, engine-run test cells, compass rose(s), co-located and assigned industrial (i.e., "back-shop") capability, etc., to the point that tasks and physical resource requirements are correlated. The Planner will identify from the SOW repair requirements that should logically be performed by local, ALC-assigned industrial

resources, to include correlating the specific task with a particular ALC industrial capability. The cost of utilizing local ALC industrial capability is included in the ROM cost projected by the Planner for performing the SOW. This pertains to those items designated for local manufacture, and for off-aircraft repair/process repair routes (Requisitioning Objective and Readiness Base Level for end item aircraft repair under commodity repair policies).

2.2.1.5. The SPO uses the approved DMAG sales rate (includes direct labor, direct materiel, production overhead, and G&A) multiplied by the man-hours defined in the SOW to develop a PDM cost estimate for the customer. This sales rate is file-maintained in G079. The customer evaluates the PDM estimate, & directs the SPO to proceed with normal planning & programming activities in preparation for the MRRB.

2.2.1.6. The Source of Repair and/or Logistics Directorate (LG) determines rates by a particular MDS. The direct labor rate is peculiar to an MDS at a particular ALC. The rates are assigned to PDM, pro-rated to hours and then accumulated into GO72A. The costs upon sale/completed repair work are reported quarterly to AFMC, and annually to DOD through HO36A and H036B, respectively. Rates are applied annually against future work incident to the MRRB by fiscal year.

2.2.1.7. The SPO will conduct an MRRB Dry Run at the ALC for each Series (e.g. A, B, C, D, E etc) of a particular Mission (e.g. "F" = fighter) and Design (e.g. 15, 16). This is a pre-planning session prior to the formal MRRB chaired by HQ AFMC. The result will be a SPO-approved draft for submission to HQ AFMC. HQ AFMC will conduct the MRRB with the SPO, System Engineers, Prime Item Managers, Planners, and the MAJCOM Customer. The MRRB will determine which tasks will be performed, consistent with safety of flight and mission requirements, and will approve requirements for PDM. Tasks agreed to by all three parties will become the approved Work Specification. The Planned MRRB is conducted once per year, although additional, out-of-cycle MRRBs can be held, if required. The planned MRRB includes requirements for two years (Budget and first Program Year), and includes Engineer-suggested new work. The annual MRRB meeting also adds or deletes tasks as necessary. The planner provides Depot Program Standard Hours (DPSH) for required aircraft maintenance. Subsequently, the MAJCOMs program money for scheduled maintenance. The Commands commit programmed funds for PDM work.

2.2.1.8. The SPO Program Manager (PM) will complete development of the MRRB Brochure by Program Year. The MRRB Brochure includes tasks, approved hours, occurrence factors, and number of aircraft scheduled to work per year by MDS. The signed requirements produced by the MRRB represents an informal contract between the MAJCOM, SPO, HQ AFMC, and aircraft production. This informal commitment requires the SPO to provide the materiel, the MAJCOM to provide the funding, and production to produce to schedule with the funds and materiel provided. Failure to provide materiel on the part of the SPO, or funding on the part of the MAJCOM, or failure to produce with the provided materiel and funds on the part of maintenance, represent potential delays to the repair schedule for the ALC, SPO, HQ AFMC, and the MAJCOM.

2.2.2. Modifications Requirements: The SPO Engineer will prepare the modification (MOD) package. The planner will evaluate the impact of the proposed MOD upon depot capacity, to include facilities, equipment, and manpower. The planner will develop and execute system simulations to determine the impact of loading the MOD into the "network". The planner will identify any resource constraints caused by loading the MOD into the network. Specific constraint information must include quantity and type of resource required to accomplish the task, availability of the required

resource during the execution period of that task, and impact to resource availability, based upon the resource requirements for all other tasks for all other scheduled aircraft during that same period. The system should similarly reflect the impact upon resource availability of removing a particular task from the workload.

2.2.2.1. The planner will evaluate the impact of the proposed MOD upon depot capacity to include facilities, equipment, and manpower. The planner will determine the number of hours required accomplishing the MOD, as well as the potential impact to the network as measured in flow-days. Following MOD kit proof and the formal MRRB, the planner will refine their estimate of required hours to perform the Modification. If adjustments to the "price-out" and schedule are required, they are accomplished at this time.

2.2.2.2. If Kit Proof is accomplished at a Source of Repair different from that, which will actually perform the work, or only a Trial Install was accomplished, the planner will review the PDM and MOD work scheduled on the same aircraft to identify redundant activities. The planner will also review the Work Specification for duplicate/obsolete materiel. The planner will identify and validate duplicate Work Specifications and operational checks. The Master Scheduler will determine where, within the annual plan, MOD(s) should be scheduled, and identifies any conflicts with scheduled work. The planner in favor of the tasks defined in the scheduled PDM, or in favor of other MOD tasks eliminates MOD tasks that are redundant. MOD tasks that are not redundant to the PDM are forwarded to the planner for incorporation into the appropriate MDS network at the operation level. This is NOT just a concurrent block of time for the MOD, but rather a total integration of MOD operations with PDM operations.

2.2.3. Unprogrammed Depot Level Maintenance (UDLM) Requirements: The customer (MAJCOM/ Foreign Military Sales) generates a work request to the SPO Engineer for Unprogrammed work in accordance with TO 00-25-107 or by submitting an AFTO Form 103 in accordance with TO 00-25-4. The Planner will prepare the work package (Tasks and List of Materiel), along with a cost estimate. The SPO Engineer will coordinate with the customer for funding and to schedule aircraft arrival. The SPO will coordinate with the Customer via ALC/LG for UDLM funding. As needed, the SPO completes an AFMC Form 206 using the coordinated fund cite. The SPO will forward the completed -206 to the Planning element in the WSSC.

2.2.3.1. Following receipt of the AFMC Form 206, the Planner will activate the -206 in G004L (assign Temporary Control Number). The Planner will prepare the UDLM Work Control Document, which will include tasks and operations including follow-on maintenance tasks Lists of Materiel, Resource Control Centers (RCCs) and skills, and estimated hours. The Planner will review the AFTO Form 103, and translate the tasks on the -103 into operations on a draft Work Control Document (WCD). The Planner will identify hours per operations by using TOs or Engineering guidance/drawings. If a List of Materiel for the UDLM does not accompany the -103, the Planner develops the LOM using available technical information. The Planner identifies the non-materiel resource requirements for each operation defined on the draft WCD, to include skills, equipment, special tools, facilities, etc.

2.2.3.2. The RIM will review the List Of Materiel (LOM) defined within the developed WCD. The RIM will determine if the required materiel is available, the cost for the materiel, options for procuring materiel that is not available, along with the anticipated lead time. The RIM will advise the planner regarding the projected materiel supportability of the UDLM. The planner will review

the UDLM WCD and determine the hours required performing the work. The Master Scheduler will then sequence those hours by operation.

2.2.3.3. The developed UDLM work package is then introduced into the appropriate MDS FY schedule. The planner will develop and execute a system simulation to determine the UDLM resource requirements (skills, materiel, facilities, equipment, etc.). The planner will collate total hours for the UDLM defined previously, with the price for materiel items identified by the RIM, to produce a cost for the UDLM. The result will be an estimated total price for UDLM based upon labor hours and resource rates, any projected resource shortfalls, and an optimal (minimal disruption to the existing network) induction date. The Planner will submit the results in the form of a "Price Out" to the SPO, along with the optimal time to introduce the UDLM into the schedule. The Planner can also elevate any obvious resource conflicts to the SPO.

2.2.3.4. The SPO will coordinate the developed price for the UDLM with the customer, and prepare an AF Form 206 to identify the funding citation. The SPO will coordinate induction timing with the customer. The SPO will forward the -206 and schedule to the WSSC. Upon receipt of the -206 and expected induction date, the Planner will assigns a T-JON for the work, and input it into G004L.

2.2.3.5. The planner will convert the aircraft Bill of Materiel into a Tail Number-Specific, by-operational List Of Materiel (T-LOM), by correlating items from the BOM with specific UDLM operations for a particular aircraft, and loading that information into the appropriate database. This LOM is not the same as that developed within G005M for planned PDM. The Planner will develop the UDLM Work Control Document (WCD) in accordance with governing directives. The planner will assign an operation number to each UDLM operation, associate each operation with the appropriate Resource Control Center (RCC), and input the data into G004L against the UDLM T-JON.

2.2.3.6. The Master Scheduler will integrate the UDLM schedule into the MDS network. Once the UDLM schedule is input into the planning system (e.g., G037E/G097), supportability reviews of all resources against that schedule are possible.

2.2.4. Unpredictable Requirements: There are two types of unpredictable requirements; those that are work specification related and those that are not. These can be discovered during Records Review (accomplished at the Pre-Induction Conference), Pre-Dock Inspections (NDI, E&I) and aircraft disassembly, In-Dock activities (mechanic “stumble-ons”), or Post-Dock activities (functional test or check flight). The individual who discovers the unpredictable requirement is responsible to document it. The ALS will identify unpredictable requirements during the Pre-Induction Conference, when reviewing aircraft records supplied by the customer prior to aircraft arrival. For the purpose of this instruction, the following definitions clarify terms used to describe unpredictable requirements:

2.2.4.1. Work Specification Related Unpredictables. These are requirements that are defined or can be related to one of the work codes in the work specification document. These discrepancies within the scope of the Work Specification have a negotiated block of hours/money available to assign against in the course of performing programmed maintenance. Each operation will have a block of hours allocated.

2.2.4.2. Over and Above (O&A) Unpredictables (non-work specification related). These are requirements that cannot be directly related to a work code in the current work specification, but should be complied with for safety, or because it is more economical to do the work at the depot.

Non-work specification tasks will not be accomplished without prior PAO approval. The PAO may give advance approval for emergency work as locally supplemented.

2.2.4.3. Unpredictables are either planned or unplanned based on the expected frequency of the work and the nature of the operation (complexity and criticality).

2.2.4.3.1. High-Frequency Planned Operation. These are normally expected to occur for more than 20 percent but less than 100 percent of the aircraft tail numbers. These operations are fully planned.

2.2.4.3.2. Low -Frequency Planned Operations. These operations occur less than 20 percent, but are planned when work is critical or complex.

2.2.4.3.3. Low-Frequency Unplanned Operations. Unpredictable requirements within the scope of the Work Specification which are normally expected to occur less than 20 percent of the time. The Maintenance Review Team (MRT) prior to being worked by Production must approve unpredictable Requirements (not planned low percent). If approved by the MRT, the work is assigned an operation number, and incorporated into the production schedule. Discrepancies not approved for work by the MRT are archived and presented to the customer when the aircraft is delivered. The PAO approves and funds the authorization if the work is determined to be "over and above" (i.e., not part of the funded work package).

2.2.4.4. Production, the MRT, and the Program Administration Office (PAO) review Unpredictable Requirements, and determine the impact and cost on planned PDM/MOD operations. If the discrepancy is project related, or represents a "Safety Of Flight" problem, the necessary task to correct the discrepancy is loaded into the PDM work package. If funds have been expended and more funds are required the PAO will notify the customer. If the discrepancy is not "Safety Of Flight" or project related, the PAO will notify the customer of the discrepancy details, to include additional time and cost. The customer, in turn, determines whether they want the work loaded as part of the PDM/MOD. If the customer approves the work, the PAO will obligate money against the PCN. The Planner will adjust the Fixed Price Sheet to reflect the additional work. The Production Division Financial Analyst approves and forwards the Fixed Price Sheet to the Initiator for creation of an amended -181. Unprogrammed, unpredictable tasks must be tracked by the WSSC to the degree that the WSSC can present that data to the customer during subsequent MRRBs, for the purpose of including recurring unprogrammed, unpredictable tasks into future negotiated Work Specifications. If the PAO determines the identified discrepancy either falls outside the scope of the PDM/UDLM/MOD and is not safety of flight, or otherwise determines that they will not fund the repair identified by the Engineer, the discrepancy will be archived and entered on AFTO 781s. In either case, a reevaluation of the PDM time-line may be required to account for the addition of the new task. Such accounting would include the additional facilities, tools, manpower, and materiel inherent in the task. If the work is added to the work package, the PDM/MOD schedule and supportability will be re-worked by the WSSC to account for the new task.

2.2.4.5. Discrepancies discovered after aircraft arrival that have been planned as “low-frequency” operations will be qualified (i.e., it is funded, materiel can be ordered against it, etc) by the ALS. Once “qualified”, the production scheduling system (i.e. G097) will issue the work control document(s) (e.g. -173 card) associated with the planned task at the start of the associated Major Job.

2.2.4.6. Low frequency predictable operations must be clearly stated in the work specification and included as work or inspection requirements in the work package. These normally occur for less than 20% of the serial numbers. Formal work planning is not always completed on low frequency operations. Handscribed documents can be used if no formal WCDs are available. The Maintenance Review Team (MRT) will perform a risk analysis of all safety of flight related low frequency unplanned operations based on the complexity and criticality of the work required. If the MRT determines there is significant risk involved in the operation or if the nature of the work justifies it (i.e. very complex, high cost etc.), the formal work planning process will be applied and WCDs will be prepared to support the work, even if it is expected to be used on less than 20% of the tail numbers.

2.2.4.7. The mechanic/technician discovering the requirement for unpredictable work is responsible to document the discrepancy and ensure the applicable WCDs are initiated to include all follow-on maintenance actions. The mechanic discovering the unpredictable requirement will complete a PDMSS worksheet or preprinted -173. The worksheet/173 will reference applicable technical data, include any follow-on actions (i.e. ops checks) required by the technical data, and part number, T.O., figure and index. The first level supervisor reviews the worksheet to ensure the proper Production Acceptance Certification (PAC) requirements are included and the information is complete. It then goes to the responsible ALS who generates the Maintenance Work Request (MWR) if the automated PDMSS capability exists. If the automated capability does not exist and the maintenance actions have not been previously planned, the ALS will submit the hand-scribed -173 to the MRT. If the operation has been previously planned, the ALS will produce the planned -173 and submit it to the MRT. If the automated O&A process is not in use the MRT will periodically review O&A occurrences and initiate full planning for those operations that occur frequently enough to justify this action. The technical data must be referenced on all O&A work documents including hand-scribed. The WCDs are processed to the PAO for approval. Upon approval, the ALS enters the work or inspection requirements into the production scheduling system (G037E/G097).

2.2.4.7.1. All critical tasks must be listed separately on a WCD for accountability. When possible, a definitized list is used (work card). When a formal definitized list is not available, a hand-scribed AFMC Form 959/958 can be used. All applicable information must be filled in on these forms, including the technical data block. If the form contains critical tasks, it requires two PAC certifications and it must be identified as requiring secondary PAC (see AFMCI 21-110).

2.2.4.7.2. The mechanic/technicians must be trained on their unpredictable work requirement responsibilities. This is a Special Training Requirement (STR) as a prerequisite for all personnel who perform aircraft tasks (see AFMCI 21-108). The training should include not only the responsibility for ensuring the WCDs are generated, but also how to prepare the work sheets/173 cards and stress that all follow-on maintenance actions required by the technical data must be documented. In addition, the training must include the proper use of AFTO 781 series forms. This training will be completed prior to granting certification for aircraft tasks.

2.2.4.7.3. Routed items must be tracked by work document and identification (aircraft tail #, serial #, metal tag, etc) so the mechanic can readily determine if the item is the original or a substitute item. A copy of the back shop WCD/seviceable tag will accompany the item back

to the aircraft so the installing mechanic is aware of all maintenance performed. The WCD/ serviceable tag will be turned in to the ALS for entry into the aircraft records.

2.2.4.7.4. The MRT reviews unpredictable discrepancies and determines whether the identified discrepancy is project related. If it is project related, the MRT verifies/corrects hours, and accomplishes all other steps to qualify the task. The weapon system type will determine whether the Program Administration Office (PAO) is involved. Negotiated/bid contract awards will be evaluated to determine exact financial involvement. The MRT will approve unpredictable requirements that are within the scope of the programmed work package when hours are available within existing funding. The MRT will request additional funding from the PAO if the MRT determines the work is Project Related, but no hours are available within existing funding. Discrepancies disapproved by the MRT are archived and They will be presented to the customer upon aircraft delivery.

2.2.4.8. Production will request Engineering assistance when there is no existing T.O. defined repair for an identified discrepancy. Production will initiate the request for Engineering assistance via an AFMC Form 202. If the discrepancy, which generated the -202 request, is not within the scope of an existing operation, Production must generate a "hand-scribed" AFMC Form 173, -958, -959 or Maintenance Work Request, as appropriate. An operation number must exist in order to link the -202 with the discrepancy on the aircraft.

2.2.4.8.1. The Planner reviews appropriate technical data. If the Planner is able to identify the appropriate repair for the identified discrepancy the Planner will return the -202 request to the Mechanic. The Planner will include the appropriate T.O. reference for the repair with the returned -202. If the Planner verifies that no repair is defined within available technical data, the Planner will review -202 archives to verify that the discrepancy was not defined via a previous –202 action. If it is, the previously defined repair is identified to Engineering.

2.2.4.8.2. The Engineer reviews the discrepancy as submitted and determines an appropriate statement of work (SOW) for repair or disposition. The Engineer will include repair steps, load/no-load situations, location, and overall “how-to” instructions for the repair. The SOW is primarily used for routed repair of large areas of the aircraft. The Engineer and Equipment Specialist identify any materiel required to accomplish the repair. AFMC Form 202s are normally valid/current for 120 days (AFMCI 21-301).

2.2.4.8.3. After engineering disposition, the Planner will request a -206 authorization from the SPO PAO to fund the Unpredictable repair using PAO discretionary funds, or the PAO will request funding authorization from the SPO. A Temporary Production Number is required if a -206 is issued. The adjusted workload is effected via an automated AF Form 804 in the G336 system. This pertains to RSD funding for repair. The Planner will contact the Prime Item Manager for a -206, and to establish a "T" job in G004L, for one-time repair of the routed item. If the Prime Item Manager disapproves the –206/”T”-Job request, the Fixer may elect to effect the item manufacture/repair using funds, exclusive of any Item Management support. The incidence of funding for manufacture/repair of items in response to non-support from the Prime Item Manager will be captured and presented as a business metric. The Planner will develop the repair package based upon the SOW provided by the Engineer. The Planner determines the hours needed by skill code for the repair. The Planner will input the hours, by operation, into the production scheduling system (i.e., G097).

2.2.4.9. If the Engineer determines the identified discrepancy is not a defect, the Engineer will disposition the identified condition as “Serviceable As Is” (SAI). The Engineer will forward the SAI-202 back to the Planner. The Planner will file the SAI -202 for their records, which are maintained for two years. The Planner will forward a copy of the SAI-202 to the ALS of the subject aircraft. The ALS will attach the returned, SAI-202 to the -173/Maintenance Request, and clear the discrepancy as "no defect". The ALS will archive the -202/discrepancy to submit to the customer upon completion of the depot maintenance.

2.2.4.10. The MRT can approve a limited (non-MISTR/overhaul) repair for an item. The ALS will introduce the item into the back-shop with a Work Control Document (AFMC Forms 127/ 137) for a "one-time", "limited repair" (e.g., Spot Weld). The Planner will notify the ALS to route the item for repair in accordance with the instructions on the AFMC Form 958/959. The ALS will route the item to the appropriate back shop for repair, and input the appropriate item data into the item tracking system (i.e., G337). The Planner will provide the item RDD to the Synchronization Team representative. The Aircraft ALS representative on the Team will update the “hot-item” list with the current item RDDs (a hot item is an Item for which the EDD > RDD; the item is processed/repaired by Industrial Operations resources).

2.2.4.11. When appropriate, the Planner will develop and execute a system simulation of the developed workload package. This simulation is run at the discretion of the Planner, depending upon the anticipated impact to the PDMSS Network of the Unpredictable Requirement. The Planner will determine whether the unpredictable requirement is a critical path or parallel operation. It is a critical path event if it has an identified dependency. If so, the operation is located within the network in accordance with the identified dependency. Unpredictable requirements will be transformed into a work package comprised of operations and resources by type. The resources by type will be arrayed against the tail-number schedule, to determine the best fit for the operations in the schedule. Resource requirements will then be compared against resource availability.

2.2.4.12. Delays to schedule, along with the associated costs, will be collected and reported to WSSC P&A Section. This cost will then be reported up the chain, starting with the Fixer. The Planner will also review the history of low frequency and approved unpredictable tasks on a quarterly basis, to determine whether those tasks should be included in future work packages, or whether the occurrence factor of low frequencies should be changed.

2.3. Develop Work Packages:

- The SPO will develop the approved Work Specification, and forward it to the WSSC as the MRRB-approved Work Brochure. The Planner will draft an input-output schedule; plan tasks down to the operation level; develop the network, schedule and critical path by operation; correlate required resources to each operation; perform system simulation(s) to validate resources to the schedule; determine funding by resource and elevate any changes required to the Stock Fund authority. The output is referred to as the ALC-specific operational-level Work Package. System simulation(s) developed by the Planner will identify resource constraints against the developed schedule, and will identify the specific constraint information relevant to the identified resource shortage. Resource simulation(s) will assess quantity and type of resources required to accomplish tasks, availability of resources during the task execution period, and impacts to resource availability, based upon the resources requirements for all other tasks for all other aircraft work

scheduled during that same period. Developed simulations will similarly reflect the impact upon resource availability of removing a particular task from the workload.

- The SPO will review the hours and occurrence factors defined by task in the MRRB-approved Work Specification for accuracy, verify any additions or deletions, and make corrections as necessary. In addition, the SPO will review the accuracy of the Joint Supportability Statement developed during the Joint Supportability Review conducted prior to the formal MRRB, and correct any discrepancies, to include additions and deletions. The SPO will ensure all materiel for the Work Specification is stock listed, programmed, budgeted, and supportable. The Equipment Specialist should treat PDM materiel supportability in the same way as MOD/TCTO materiel supportability, such that it is programmed, budgeted, and available.
- The SPO will include appropriate materiel, equipment, and processes (referenced by T.O.) to accomplish the PDM IAW the Work Specifications. The Work Specifications lists in descriptive text the specific engineering requirements (i.e. tasks).
- The SPO distributes the completed Work Specification to affected depot organizations, including the WSSC. The Work Specification notifies affected depot organizations that the workload has been accepted, and what each organization will be required to do to accomplish that workload. To ensure adequate time to effectively plan the Work Specification, the SPO must deliver the completed Work Specification to the WSSC not later than six months prior to the start of the fiscal year for which the work is scheduled.

2.3.1. Develop and Approve Fiscal Year Plan:

2.3.1.1. The Planner will perform analyses of the workload defined by the approved Work Specification to establish the optimal flow-plan of aircraft through the available depot facilities in accordance with known PDM and MOD requirements. Also included in this analysis will be historical Unprogrammed Depot Level Maintenance (UDLM) requirements for a given fiscal year. The results of this analysis will determine the quantity of aircraft the Aircraft Company can accommodate for the FY, along with the required number of flow-days. The Planner will develop the fiscal year plan, and submit it to the Master Scheduler for approval. The analysis will define facility and workload variables that may impact the negotiated delivery date(s). The result of this analysis will reflect the required sequencing of aircraft input to the depot by arrival date (draft Input-Output schedule). The developed draft Input-Output schedule forms the basis for any future analysis for proposed additional workloads (e.g., UDLM/"drop-in") for the given FY, plus provides the foundation for development of the Master Plan that grows in specificity as a tail-number-specific network. Simulation and analysis of the developed Work Specification is critical to accurately determining the annual schedule, as well as assessing the impact of any future changes to negotiated delivery dates, inputs, etc.

2.3.1.2. The Planner will review the draft Input-Output schedule provided by the SPO, perform "rough-cut capacity planning", and verify that available facilities will accommodate the planned sequencing of aircraft through available PDM/MOD production resources. The Planner will identify any conflicts, recommend solutions in the form of a revised Input-Output schedule, and forward it to the SPO. The SPO will distribute the developed Input-Output schedule to the MAJCOMs, so they know when to send (input) aircraft to the depot.

2.3.2. Validate Resources by Task: The SPO Equipment Specialist and/or Prime Item Manager will prepare and review the Materiel Requirements List for new tasks negotiated by the MRRB. The SPO

Equipment Specialist will confirm identified items are NSN-listed, have current, valid contracts, or can be locally manufactured to support the workload. The Equipment Specialist will forward the materiel list for work determined to be materially supportable to the Planner. If the Equipment Specialist determines that the new work is not materially supportable, they will advise the SPO Program Manager, who must resolve the materiel shortfall. The Supportability Specialist and Master Scheduler are provided the results of the SPO response for analysis of support and schedule impacts. The Supportability Specialist will advise the Planner of the projected remedy status. If the SPO Program Manager is unable to develop a remedy, the issue is elevated to the Fixer, and captured as a Supportability Metric.

2.3.2.1. The Planner will use appropriate sources (e.g., DO43, FedLog, Engineer's List Of Materiel (LOM), etc.) to identify materiel required to perform each task specified in the Work Control Document, and transform the engineered LOM into a Planning BOM by MDS, detailed to the operation level. The Planner will link the materiel identified on the engineered LOM to each planned operation, coded by operation number. The MDS BOM is referred to as the "Planning BOM". The Planner will plan both direct and indirect materiel against individual operations. Operations with materiel planned against them are coded with an "M". The Planner will review the Materiel Requirement List, and compare it to the Work Package. The Planner will confirm all materiel requirements are captured and documented on the LOM. The Planner will compare programmed requirements against actual usage from the previous year, and identify any variance. In the case of variance, the Planner will determine the cause, and make appropriate adjustments to current year program occurrence factors. The Planner will also compare the actual replacement percentages for items against the programmed replacement factors from the previous year, and identify any variance. In the case of variance, the Planner will determine the cause(s), and make appropriate adjustments to current year Program Replacement Factors (PRFs).

2.3.2.2. The Supportability Specialist, assisted by other supply personnel, will review the supportability history for all PDM aircraft having a similar configuration/Work Specification as the incoming aircraft, over a statistically significant time period. The Supportability Specialist will assess whether such histories reflect unresolved supportability issues. If they do, the Supportability Specialist will recommend to the Planner and SPO specific actions to make items supportable. The result of this review will be a Critical and Chronic Item Report that identifies the specific LOM items that require special attention. This report will be provided to the SPO and the WSSC Chief. The SPO will evaluate the recommendations from the Supportability Specialist, and implement appropriate solutions (e.g., changes to levels, let additional contracts, etc.). The SPO Program Manager will advise the Supportability Specialist of the solution(s) developed to resolve identified supportability shortfalls. If the SPO Program Manager is unable to develop a remedy, the issue is elevated.

2.3.2.3. The Planner will correct/update the List of Materiel for new tasks/Bill Of Materiel for existing tasks to reflect the results of the reviews to validate materiel required for each operation specified in the work package. The result of this review will be a Work Package Bill of Materiel by operation and MDS.

2.3.2.3.1. The Planner will develop and execute a system simulation of the entire network that includes all resources (skills, materiel, facilities, equipment, etc.) required by type for each Work Package by fiscal year (FY), to include RCC-approved rate tables from G004C by FY. The result will provide a report of resource requirements by category for the entire FY, and

will count the direct labor hours and multiply the rates by category, to produce a funding requirement by category for the program for the FY. Funds can then be associated with quantity of resources by category, and presented to LG as program funding requirements. Resource requirements (time, materiel, equipment, and tools, labor by skill, facilities) will be defined by operation within each MDS network, and multiplied by the number of aircraft of a given MDS. The MDS-specific requirements will then be added together with the requirements for all other MDSs during the FY to produce a total assessment of resource requirements for the entire FY. Resources will be arrayed by month and by quarter, or as appropriate. Resources will be further quantified as follows: Labor by skill code; materiel by direct reparable, other directs, indirect, and NSN or part number; part numbers identified as local manufacturing and/or local procurement; facilities by type (paint hangar, dock #, ramp parking, etc.) and quantity; equipment by type; and special tools by NSN.

2.3.2.3.2. The Planner will review the aircraft PDM/MOD schedule as it relates to tasks by skill in G037E, plus relevant simulation results, and will note where all job-hours are networked into the schedule (Planned Labor Application). The Planner will use this product, plus MRRB negotiated hours, simulations developed in G037F, and aircraft history to project annual, quarterly, and monthly aircraft PDM/MOD personnel resource requirements by work package. The developed report will include the total mix and quantity of skills required accomplishing the work package by month, plus report skill shortages or overages. The Planner will identify skill/personnel shortfalls or overages to the WSSC P&A Section, and to the Fixer.

2.3.2.3.3. The Planner will review the results of the Work Package simulation, and forward the "Other Direct" and "Indirect" materiel requirements to the Supportability Specialist. The Planner will forward the "direct repairable" materiel requirements, and initiate and forward an AF Form 1996 to the Supportability Specialist, to include any required Forms 1996 for Special Levels. The Planner will provide to LG the program funding requirements defined via system simulation by resource category.

2.3.2.4. The LGS Stock Fund Manager, having received the developed Work Package materiel requirements by operation and MDS, will verify that sufficient General Support Division (GSD) funds have been forecasted/programmed to satisfy the defined materiel requirements. If the LGS Stock Fund Manager determines that insufficient funds have been forecast/programmed, they will update the forecast.

2.3.2.5. The Supportability Specialist is the focal point within the WSSC for programming, budgeting, storage, and delivery of materiel to support the Work Package. The Supportability Specialist will coordinate with the SPO solutions implemented to resolve problems identified via the Critical and chronic list of materiel. As an example, the Supportability Specialist would check for repeat cannibalizations (CANN) and Engineering Technical Assistance (Forms 202) used to satisfy the requirements projected for those items. The Supportability Specialist will coordinate fiscal year GSD requirements with home office Stock Fund Manager, and the SPO Prime Item Manager for RSD/SSD requirements.

2.3.2.6. The Planner will use technical orders, engineering specifications, etc. to develop a list of special tools by task. The Planner will link the special tool requirements to specific operations. The Planner will load special tool requirements into the resource table for the specific operation, and elevate any identified special tool shortfalls (for tools required but not in inventory). The

Planner will determine the facility resource requirements for the PDM/MOD work package. The Planner will use G037E to identify facility requirements for existing work, or will input the appropriate facility code for new work. The result will be a report of facility requirements, to include facility resource shortfalls or overages.

2.3.3. Develop, Simulate, and Refine the Work Package:

2.3.3.1. The Planner will use the tasks identified in the Work Specification to develop individual operations. The Planner will determine the logical components of the task, and plan them as individual operations. The Planner will transform tasks into operations, such that each operation represents an individual, discrete component of work (e.g., "Install Panel XXX", vs. "Remove & Install Panel XXX"). The Planner will load developed operations into the workload planning system (i.e., G097 Planning Module), which outputs a definitized list for the operation. Completion of each discrete component of work will be documented with appropriate PAC certification.

2.3.3.2. The Planner will review all operations from all tasks defined in the Work Package and determine the appropriate sequencing with the assistance of first-line supervisors and mechanics. The Planner will then identify which operations are dependent and therefore constitute critical operations. Those operations, when sequenced based upon dependency, define the Critical Path. Defined and sequenced operations are then grouped into major jobs in the Scheduling System (G097).

2.3.3.3. Operations and major jobs, which do not impact the critical path, are labeled "Auxiliary/ Parallel". The Planner will determine the resource requirements for "Auxiliary/Parallel" tasks, and load those operations into the schedule, subordinate to resource requirements of the Critical Path. The result is an MDS-specific network of dependent operations built around the Critical Path, plus non-critical operations which are sequenced with Critical Path operations, into a schedule that is optimized to available resources.

2.3.3.4. The planning element in the WSSC will continuously integrate feedback from mechanics and from system or engineering changes into the process of planning the Work Package. The Planner will make appropriate adjustments to incorporate the change(s) into the appropriate planning systems.

2.3.4. Develop Unpredictable Work Package: The Planner will review the funds approved by the PAO for the task and hours approved by the MRT and develop the work package. This package includes any follow-on tasks precipitated by the MRT-approved task. The Planner will review the list of materiel identified by the mechanic as required to perform the unplanned operation and submit the materiel requirements and projected hours required to perform the task(s) to the MRT for approval.

2.3.4.1. The ALS will coordinate with the Planner to determine if the critical-path schedule for the subject aircraft must be adjusted to accommodate the new work. If required, the Planner will reconfigure the critical path in the production scheduling system (i.e., G097) for that particular aircraft. The Planner then inserts the new task into the network.

2.3.4.2. The ALS selects the operation in the production scheduling system (i.e., G097), which “qualifies” that operation. If the job is a low-percent task, the ALS will input the desired code to cause the WCD (i.e., -173) to issue “drop” when desired.

2.3.5. Control Number Selection and Assignment:

2.3.5.1. Control Numbers are locally defined, MDS-specific, five-digit numbers established in G037E. The Planner will select an individual Control Number from the "block" of established numbers and add the Job Designator for a specific aircraft by planning year in accordance with AFMCM 66-60, 14 Jul 83. The Control Number includes workload planned against Aircraft Production or “back-shop” RCCs, the Job Designator, and the JON-suffix by Quarter and dollar value. The Planner will prepare appropriate AFMC Forms 25/236/237/240 (for temporary work) and 126/600d (labor and materiel for permanent work), and input the appropriate information into G004L.

2.3.5.2. The Planner will develop the Master Work Control Document in accordance with governing instructions. The Planner will assign an operation number to each planned operation. The Planner will then tie individual operation numbers to a particular Control Number. The Control Number then ties the associated operations to a specific Mission Design Series (MDS). The Planner will review the Master Control Documents at least once every two years.

2.3.6. Aircraft Status Documentation: The following procedures will be used for all aircraft work including unpredictable operations, low frequency predictable, and all other O&A work operations that are not fully planned as part of regular depot activity. Prior to the start of depot maintenance and after depot maintenance is completed; all aircraft status documentation is done on the AFTO Form 781 series. During depot maintenance, depot Work Control Documents (WCD) are used for work control and accountability. The depot procedures are outlined in TO 00-20-5.

2.3.6.1. The aircraft will be debriefed to depot using 781 procedures. Discrepancies from debrief may be cleared in the 781A or carried forward to depot WCDs. If the discrepancy is cleared in the 781, technical data used to correct the discrepancy must be referenced, and the mechanic completing the work will sign off the “corrected by” block as prescribed by TO 00-20-5. If it is transferred to a depot WCD, the corrective action block of the 781 must reference the depot WCDs used to clear the discrepancy. All uncleared entries will be transferred to depot work documents as authorized and described by TO 00-20-5. Depot maintenance begins after this and when all other pre-depot actions are complete as locally defined. The statement "All preceding uncleared entries transferred to depot WCDs" (specify type). The end result must be a complete audit trail in the 781 forms.

2.3.6.2. During PDM/Mod or other programmed/unprogrammed maintenance, all work performed by depot personnel is documented on WCDs, including follow-on maintenance actions. Any follow-on maintenance actions required by technical data will be identified by the responsible mechanic(s) doing the work and entered on WCD(s) and/or 781s to be accomplished at the appropriate time.

2.3.6.3. The Tail Team, including a Planner, will reconcile the AFTO 781s and WCDs prior to post dock phase. New AFTO 781s will be initiated at initial -6 preflight to reflect the current status information, to include all open discrepancies. Open discrepancies are transferred to the new 781s at this time. All flight preparation actions will then be documented/referenced on 781s to provide a maintenance audit trail and on WCDs to allow financial accounting.

2.4. Forward Look Supportability Reviews:

2.4.1. Two Year Joint Supportability Review.

2.4.1.1. The SPO Program Manager will convene a Joint Supportability Meeting to review and evaluate the supportability of the proposed workload. Personnel participating will include, but are not limited to the Equipment Specialist, Engineer, Prime Item Manager, Planner, and Supportability Specialist (Joint Review Team). The Joint Review Team will establish the time frame in which the workload is supportable (by year, for materiel and support equipment). Once all participants verify that they have accomplished their requisite reviews, the SPO Program Manager and Supportability Specialist will declare the workload supportable, and therefore ready for MRRB. The SPO Program Manager and Supportability Specialist will produce a joint Supportability Statement that either declares the workload supportable, or documents any discrepancies/concerns with the supportability of the workload. The SPO is responsible for preventing unsupportable tasks from being loaded as part of the Work Package at MRRB.

2.4.1.2. The Program Manager, Planner and Prime Item Manager will verify the completeness of the SPO-provided LOM. The Planner will coordinate with the SPO to determine if any task descriptions warrant prototype or "First Article" before an accurate man-hour estimate can be rendered. Tasks which require prototype or "First Article" are not man-hour estimated by the Planner In addition to manpower skills (to include Job Routing to the “back-shops”) and workload impacts by fiscal year and hours by RCC, other resources to be evaluated include:

2.4.1.2.1. Facility (hangar, ramp space, IO capability, functional test, etc.).

2.4.1.2.2. AGE-Special Equipment.

2.4.1.2.3. Special tools.

2.4.1.2.4. HAZMAT.

2.4.1.2.5. Aircraft history (by model/MDS).

2.4.1.2.6. List of Materiel.

2.4.1.2.7. Any other resource required accomplishing a specified task..

2.4.1.3. The appropriate Equipment Specialist will review the single manager materiel requirements list, evaluate whether all parts are stock listed, and take action to stock-list any items which do not have an NSN.

2.4.1.4. The Supportability Statement is forwarded to the Fixer, WSSC Chief, SPO Program Manager (PM), and SPO/Product Directorate. Notification by SPO PM triggers the appropriate Prime Item Manager to effect all required actions (e.g. renewed/additional contracts) to ensure the items identified in the proposed work are available when required to execute the scheduled PDM.

2.4.2. Annual Supportability Review: This is the second of five scheduled supportability reviews, focused on resource supportability by MDS and fiscal year. It is effected by a formal Supportability Team consisting of the following personnel: Master Scheduler, Planner, Fixer’s Budget Analyst, SPO Program Managers, (including Prime Item Manager, Equipment Specialist, and Engineer, if required), DLA, Facility Engineer, RIM, plus any other personnel that may be appropriate. The Supportability Specialist chairs the Supportability Review. The Supportability Specialist is the single point of contact (POC) for all supportability issues for a particular Weapon System. Information related to business measures (schedule, cost, and quality) are routinely collected, collated, and analyzed by the WSSC P&A Section. The analysis of those inputs is conducted prior to this supportability review and is provided to the Supportability Team.

2.4.2.1. The Supportability Specialist and Supportability Team will analyze supportability data provided by the WSSC P&A Section. The Supportability Team will review resources (funds, materiel, skills/labor, equipment, facilities, special tools, etc.) required to effect the Program Workload, and determine if the resources will be available when required to execute that workload within the time specified. The Supportability Team analysis includes workload resource simulations, as appropriate. The results of the analysis will be executable plans for the budget years that are within budget. Those plans will include aircraft input-output schedules, carry-over, annual schedule, resources required by type (materiel, skills/labor, equipment, facilities, special tools, etc.) and fund requirements.

2.4.2.1.1. The Supportability Specialist and Supportability Team will define and execute system simulations of Work Package resource requirements. The simulations will determine total resource requirements by type and funds required for the Work Package as scheduled by month and quarter. The results will be fed into G079 for the budget. The simulations will identify specific constraint information relevant to identified resource shortages and include quantity and type of resource required for each task, availability of the required resource during the execution period of the task, and impact to resource availability, based upon resource requirements for all other tasks for all other scheduled aircraft during that same period.

2.4.2.2. The RIM will review materiel requirements for existing and new work. The RIM will compare the aircraft generic BOM with materiel available in stock for the number of aircraft scheduled during the year.

2.4.2.2.1. The RIM will work with the SPO to verify estimated delivery dates (EDDs) for required items correlated with schedule-driven required delivery dates (RDDs). The Supportability Specialist will verify that existing contracts to supply materiel currently on-order are still valid, will monitor the status of outstanding orders, and coordinate with the Prime as required to ensure materiel resources will be available to support the production schedule. The Supportability Team identifies long lead-time parts for ordering or local manufacture, based on future requirements.

2.4.2.3. The Supportability Team will develop appropriate plans to ensure availability of required resources executing the production schedule. Such plans may include, but are not limited to hiring/allocation of labor, contract development and award, facility improvements, procurement of special tools and equipment, HAZMAT procedures and delivery, etc. The Supportability Team will identify long-lead time parts for ordering or local manufacture, based on future requirements, and develop executable plans for the budget year that are within budget. The Supportability Specialist will select an appropriate plan(s) from those developed, and assign accountable member(s) of the Supportability Team, to implement those plans to make a given resource supportable. The Supportability Specialist will brief the selected supportability solution(s) to management.

2.4.2.4. The RIM will set or recommend changes to stock levels. Stock levels are updated either automatically by the system in response to consumption, or manually in response to user intervention. Adjustments to stock level are governed by AFMAN 23-110, VOL I, Part One, Chapter 12, Section F.

2.4.2.5. The Planner will validate item replacement factors and identify which items should have special levels. The LGS home office will provide a special levels validation listing annually. The Materiel Planner will determine if levels are valid or should be increased, decreased, or deleted.

The Planner and RIM will update the Special Level listing and advise the Supportability Specialist of actions taken.

2.4.3. Quarterly Supportability Review:

2.4.3.1. The Supportability Specialist will perform a quarterly supportability review (the third of five scheduled supportability reviews) to analyze the current and subsequent execution quarters. The Supportability Specialist will employ appropriate measures and inputs from the WSSC P&A Section and other appropriate sources, and call upon appropriate team members (WSSC, SPO, and LG agents) to execute this review.

2.4.3.2. The Supportability Specialist and Supportability Team will define and execute system simulations of Work Package resource requirements. The developed simulations will determine total resource requirements by type and funds required for the Work Package as scheduled by month and quarter. Developed simulations will identify specific constraint information relevant to identified resource shortages. Developed simulations will include quantity and type of resource required to accomplish the task, availability of the required resource during the execution period of that task, and impact to resource availability, based upon resource requirements for all other tasks for all other scheduled aircraft during that same period. The Supportability Team will analyze the results of the executed simulation(s) to develop an aggregate of options that comprise an integrated plan to overcome the identified shortfall/constraint. Developed options may include: adjust plan and budget, engineering redesign, change to negotiated delivery dates, resolution of program and budget differences (unfunded requirements, deletion of inductions), modification of "back-shop" support, change stock levels, identify substitute resources, etc.

2.4.3.3. The Planner will identify to the Master Scheduler any potential requirement to adjust the PDM/MOD Network/schedule; to account for/minimize the impact of identified materiel/resource shortfalls. The Master Scheduler will review the impact to the aircraft or system schedule any shortfall, and determine whether tasks should be de-negotiated, or whether the schedule should be adjusted, and what impact that would have upon the entire Network. Based upon this analysis, the Master Scheduler will/will not change the aircraft schedule.

2.4.4. Monthly Supportability Review:

2.4.4.1. The Supportability Specialist will perform a monthly supportability review (the fourth of five scheduled supportability reviews) focused on tail number to analyze the availability of resources necessary to support the PDM/UDLM schedule for the time period under review. This review is conducted the first three days of every month, for the next calendar month (e.g., accomplished the first three days of June, covering June & July). The "Forward Look" wrapper assists in this, and in the tail team, review by accepting start and end dates and then searching storage locations looking for materiel by operation. The monthly review applies to all resource requirements for aircraft both on-station, and expected to arrive within the period covered by the review.

2.4.4.2. The Supportability Specialist will employ appropriate business measures and inputs from appropriate sources, and call upon the expertise of appropriate team members (Planner, Master Scheduler, RIM, Sync Team Rep, & Supply Tech) to effect this review. The Supportability Team will review and analyze the aircraft-specific MDS schedule, resource availability by EDD, and resource requirements (projected demands) by RDD within the analysis time-frame (i.e. two months). The Supportability Team will identify recurring problems that impede schedule execu-

tion, the adequacy of Readiness-Based Level (RBLs) for required items, order status codes for items on-order, Chronic and Critical resource shortfalls, and emergency back-shop support.

2.4.4.3. The Supportability Team will develop and execute system simulations of all resource requirements necessary to support aircraft production for the next two months. Resource shortfalls will be identified by tail number and type of resource. Simulation results will identify specific constraint information relevant to identified resource shortages. Specific examples include quantity and type of resource required to accomplish the task, availability of the required resource during the execution period, and impact to resource availability, based upon resource requirements for all other tasks for all other aircraft within the time-frame covered by the simulation. Simulation results will provide a report of items for which the EDD is greater than its RDD by NSN, the delta between the EDD and RDD by document number, skill shortage, equipment and special tool shortage, required corrections to Operation Packages and MOD/TCTO Kit packing lists, etc. Resource shortfalls will be identified by tail number and type of resource. The supportability team will also address current problems impeding schedule execution (e.g., commodity repair production line interruption, materiel quality defects, "stumble-on" patterns, etc.). The team will develop specific solutions for specific aircraft to resolve individual supportability shortfalls by tail number and operation. Trend and solution data is fed to the WSSC P&A Section for the Quarterly and Annual reviews. If a developed solution impacts that aircraft tail number schedule, the Master Scheduler will determine the impact of that change upon the master schedule. The Master Scheduler will apportion the available resources to the master schedule, in accordance with established priorities, e.g. reallocate materiel from on aircraft to another, reschedule facility or equipment utilization, reapportion skills from one aircraft to another or recommend overtime, etc. If a developed option impacts the negotiated delivery date, the Master Scheduler will coordinate implementation of that option with the SPO.

2.4.4.4. The Supportability Specialist monitors the status of items with long lead-times to confirm that their EDD supports the scheduled RDD. The Supportability Specialist will similarly review items for which the EDD has slipped, and determine if the new EDD threatens the schedule, or otherwise warrants additional action.

2.4.4.5. The Planner will identify items, which can be logically associated by operation and packaged together for delivery. Items with a replacement factor greater than 80%, and not in the Min-Max Bench Stock Inventory will be loaded into the materiel planning (i.e. G097) system. This list of materiel to support the operation is then available to the mechanic, who can order either individual items, or the entire package, by operation. The Planner can submit a DD 1348-6 to establish a local stock number for the group of items associated with a given operation (the advantage being a single DLA delivery charge, as opposed to multiple charges). To what degree materiel is planned into operational packages will be locally determined.

2.4.4.6. If a review by the Aircraft Logistic Specialist (ALS), Forward Logistic Specialist (FLS), or Mechanic reveals some local Operation Package items that were not loaded/identified in the materiel planning system (i.e., G097), the FLS/ALS will contact the Planner, who will add that item to the local operation/materiel list.

2.4.4.7. The FLS will confirm availability of materiel required to build MOD kits or PDM/UDLM operation packages to meet the RDD for individual aircraft, according to the PDM/UDLM/MOD schedule. Planners will locally determine the appropriate replacement factor and occurrence rate for materiel to include in kits and operation packages.

2.4.4.8. The Master Scheduler will chair the Pre-Induction Conference, which is a tail-number specific "Final Check" to receive and verify the depot capacity to accept the aircraft. It is done 30 days prior to aircraft arrival. The Planner will confirm with the SPO the arrival dates and configurations of the aircraft scheduled for depot-level maintenance. The Records Section will review the aircraft records provided by the customer to identify any new requirements. The Customer may submit additional unprogrammed (AFTO Form 103) requirements to the SPO, who then forwards them to the aircraft company for resolution.

2.4.4.9. The ALS, FLS, Planner, Project Administration Officer (PAO), and Aircraft Supervisor review the information derived from the supportability "forward look" and aircraft history review, and accomplish the "Aircraft Pre-Induction Checklist". Together they will verify accomplishment of all required actions prior to aircraft arrival, and begin developing any necessary contingency plans to maintain the integrity of the PDM/UDLM/MOD schedule (pre-arrival Maintenance Review Team (MRT) meeting). The team will develop final instructions for dock preparation and final instructions regarding funding (open JON). The SPO must work with the customer to provide copies of aircraft records (AFTO 95, 781, etc.; or access to CAMS or REMIS) 30-days prior to aircraft arrival. The group will use the aircraft records to identify any new requirements not previously identified that require actions from the WSSC Planner and RIM.

2.4.5. Tail Team Rolling 10-day “Forward Look”: The fifth of five scheduled supportability reviews is the tail team review, which occurs in rolling two-week windows (i.e. ten workdays). Accountable Tail Teams consisting of an ALS, FLS, and Aircraft Supervisor, will be assigned to individual aircraft tail numbers. The number of aircraft each Tail Team is responsible for and the skill level of tail team members will be based upon schedule requirements. The Tail Team will have complete responsibility for task execution on their assigned aircraft. The ALS will control execution of the tail-specific production schedule, and will release only supportable WCDs corresponding to a NMT two-week “window” to the Aircraft Supervisor. The Aircraft Supervisor will determine which of the issued WCDs to work at what time within the current two-week schedule window. The Aircraft Supervisor will adhere to the tail-specific production schedule as closely as skill availability allows. The FLS will ensure logistics support and coordinate delivery of materiel to the aircraft. Tail Team members will review the status of the weekly production plan for each aircraft assigned to the Tail Team daily. The ALS will coordinate delivery of Special Equipment, and the availability of Special Tools (mechanic normally will pick-up when required), for each aircraft in accordance with scheduled operation start.

2.4.5.1. The Supply Technician will build Materiel Packages by Operation Number 2-10 days prior to RDD. The members of the Tail Team will review the status of the aircraft, to include schedule progress, materiel supportability projections (ten-day to two-week forward-look), available manpower, etc., and coordinate available resources toward accomplishment of the production schedule. The ALS will appraise schedule status, and determine which operations are next in the schedule. The FLS will brief materiel supportability of operations scheduled for the period of the forward-look. The FLS will provide the ALS and Aircraft Supervisor with a list of operations that are supportable. The Aircraft Supervisor will review the scheduled operations falling within the “window” of the forward look, and determine if manpower/skills are available.

2.4.5.2. Based upon the review of schedule, materiel supportability, and manpower/skills availability, the Tail Team will make required adjustments to the schedule. Appropriate delay codes will be entered against unsupportable operations, so the scheduling system (G097) does not issue WCDs for those operations. A report of non-supportable and delay-coded operations will be for-

warded to the WSSC P&A Section. The Aircraft Supervisor will perform a forward-look of hours by skill required to perform logistically supportable scheduled operations. The Aircraft Supervisor will assign available manpower to specific tasks, by name, in the scheduling system (G097) to develop a projected production plan. The Aircraft Supervisor will report overages and shortfalls by skills to the Branch Chief and Master Scheduler, who will reallocate available skills to support the total master system schedule (i.e., allocate manpower to and from other aircraft).

2.4.5.3. The Aircraft Supervisor and Mechanics will meet daily at shift start to ensure effective crew communication (turnover log, supportable WCDs, kit status and locations, etc.) occurs between shifts. Daily crew meetings will occur at shift overlap (if applicable). The purpose is to receive and pass-on the status of work to the next shift, and provide information regarding supportable WCDs and work packages to the next shift. Second and Third shifts will also pass on information regarding work accomplished for day shift support resolution, if appropriate (i.e., full WSSC and DLA support is unavailable). The Aircraft Supervisor will ensure critical path operations are continued across all shifts and will deliver reports to relieving supervisors regarding critical path accomplishment.

2.4.5.4. The Fixer will chair a weekly meeting with the appropriate support section managers and aircraft Tail Teams. As a minimum, critical path planned vs. critical path completed, flowdays planned vs. flowdays completed, and negotiated output date vs. PDMSS projected output date will be reviewed for each aircraft. The Fixer will assign action items to the appropriate support section manager(s) for problems that are beyond the scope of the Tail Team to resolve. Action Items will be answered by the next working day. The WSSC will work logistics issues. The Master Scheduler will report the impact of skill shortage to the Production Chief. The Production Chiefs will resolve skill issues with the Master Scheduler to ensure integrity of the Master (all aircraft) Schedule. If a change in the operations scheduled within a ten-day window is required, the ALS and/or Aircraft Supervisor will adjust the operation execution date, as appropriate, within the confines of resource availability to optimize schedule execution, such that the negotiated aircraft delivery date is unaffected. The ALS will coordinate with the Master Scheduler to resolve changes that fall outside the ten-day window.

2.4.5.5. The ALS will coordinate with the contractor to deliver special equipment/Aerospace Ground Equipment (AGE) and will notify the Tool Crib to expect demand for specific special tools required to execute the schedule by operation. The FLS will coordinate with the Materiel Handler/Expediter to deliver materiel required to execute the schedule by operation.

2.4.5.6. The Master Scheduler will review all skill shortage reports and overtime requests. The Master Scheduler will determine the optimal apportionment of available skills to aircraft, in accordance with total schedule priority. If overtime is required to protect the schedule, the Master Scheduler will determine the optimal apportionment of that overtime by skill and by aircraft.

2.4.6. UDLM Supportability Review: The Supportability Specialist will perform a complete supportability analysis on UDLM required work package (previously completed by a Planner) for all resources (materiel, equipment, special tools, skills, facilities, etc.) required to support the UDLM. The Supportability Specialist will evaluate the output of the resource determination and simulations, compare them with all resource requirements for all other work scheduled during the same period, and identify any shortfalls to the SPO.

2.5. Establish And Open Job Order Number:

2.5.1. The Planner will identify a specific tail number and JON against a Control Number, and forward it to a Workloader. The Workloader will activate the obligation of funds against the specific tail number in G004L. When inputting the three digit JON suffix to the existing five-digit Control Number with a single-field Job Designator, the resultant nine-digit number will account for costs and resource control by tail number.

2.5.2. The Planner will "serialize" the JON (i.e. links a specific aircraft serial number to a three-digit Job Order Number suffix). The Planner will then forward this information to the Workloader. The Workloader then will input the serial number/JON suffix data into G004L. At this point Depot Maintenance Activity Group (DMAG) funds become available in the Maintenance Data Systems for use.

2.5.3. The SPO will provide the task listing to the Planner. Tasks are categorized as either "fixed-price" or "options". The Planner will validate which tasks on the list will be worked. The validated list is used to make final adjustments to the tail-number specific Work Package by loading the appropriate options into G037E. The Planner will return the validated list to the SPO.

2.5.4. The Planner will select operations by Work Categories and Configuration Codes, and input them into G037E which connects to G004L (for production count). The result is a tail-number specific schedule and BOM by operation.

2.5.5. The ALS will open all applicable control numbers connected to the JON in the cost accounting system (G004L). Once opened, materiel can be ordered against the aircraft JON.

2.6. Order, Receive, Store And Deliver Materiel:

2.6.1. Request and Procure Modification Kits:

2.6.1.1. The MOD Program Manager will submit requests to purchase kits as appropriate. Material items can be purchased from Commercial Sources or other (non-Air Force) DOD Agencies. The MOD Program Manager will initiate fund requests via a Military Interdepartmental Purchase Request (MIPR), AF616s, etc. The MOD package and funds are initiated in Central Procurement Accounting System (CPAS, H103). The SPO Program Manager will obligate funds upon contract award and definitization. The SPO PM posts the transaction to H103.

2.6.1.2. Upon receipt of the Accounting Certification Document (ACD), funds are committed in CPAS (H103), which represents a funds designation for a “Buy” Action. The difference between a PR and a MIPR is that a MIPR is initiated and committed almost simultaneously. Acceptance of a MIPR by a DOD Agency constitutes a financial commitment of funds, whereas commitment occurs for a PR when the ACD is posted to H103.

2.6.1.3. Materiel (TCTO kit) delivery occurs in accordance with the contract. Materiel (kit) can be shipped for Depot Stock, or occur as direct vendor delivery to the customer (WSSC). The FLS through the MOD Manager or MS&D can coordinate actual kit delivery to the aircraft.

2.6.1.4. The MOD Manager will identify whether the kit is covered by a contract, DLA, or by local supply. The MOD Manager then verifies that the kit will be delivered on time to support the production schedule. The FLS orders each kit by tail number. The MOD Manager will process a Purchase Request (PR) to the appropriate Contracting Officer to initiate MOD Funds. The Contractor will assemble MOD kits in accordance with contract specifications.

2.6.1.5. The SPO Equipment Specialist will contract with DLA to procure Stock-listed items, and assemble them into kits with a peculiar kit NSN. DLA (PRIME) orders required materiel by individual NSNs, for the MOD kit that will be identified by a single NSN. DLA receives the individual items for the kit, and packs them together into a single kit, identified by a single NSN. The ALC Supply Maintenance Activity Group (SMAG) account will be reimbursed by Central Procurement when DLA issues the completed kit.

2.6.1.6. The SPO MOD Manager sends provisioning Special Program Requests (SPRs) to the Prime Item Manager at DLA. The SPR includes the Part Number, projected quantity for each MOD multiplied by the number of aircraft to receive the MOD, projected cost, cage code, Source of Supply (SOS), T.O. figure and index, Units Per Assembly (UPA), and numbers per quarter per fiscal year. Other forecasting measures are available, to include instruction to USAF Prime Item Managers. If required, the Equipment Specialist will establish NSNs. The Equipment Specialist can then procure required MOD materiel. The SPO MOD Manager will request a Kit “Proof” for proposed Modifications. Production will attempt to install the prototype kit on a prototype aircraft using the provided materiel and technical data. Production will determine whether the kit package is complete, as well as whether the operational tasks and their sequencing are correct and complete. Production will record the number of hours by skill required to effect the installation. Production will document errors in the drawings and installation instructions, along with any materiel shortfalls.

2.6.1.7. The Planner will evaluate the Kit “Proof” for required hours, and verify materiel provided with the kit is correct. The Planner also evaluates requirements for "Disturbed Spares". "Disturbed Spares" refers to those items which must be removed (Disturbed) in the process of accomplishing the MOD. The SPO Equipment Specialist and Fixer sign-off the AFTO Form 82 Kit Proof Verification. The SPO MOD Manager and Supportability Specialist will produce a joint Supportability Statement to document any discrepancies/concerns with the MOD kit. This document (Supportability Summary) is forwarded to the Fixer, WSSC Chief, SPO Program Manager, and SPO/Product Directorate.

2.6.2. Set Levels:

2.6.2.1. The RIM in the WSSC will set Stock and Special (low-occurrence, or items with irregular demand history) Levels to ensure adequate support for scheduled aircraft PDM/MOD, as well as identify "hard-to-get" items. The Stock Level is based upon historical demand, the MRRB Work Brochure List of Materiel, and AFMAN 23-110, VOL I, Part One, Chapter 12, Section F.

2.6.2.2. The RIM determines materiel on-hand, materiel on-order and due-in, current stock levels for required materiel, and the number of outstanding back-orders and their respective EDDs. D035K automatically generates Stock Level based upon past demand. D035K produces periodic reports of materiel on-hand without demand for 30 months. The RIM will forward the report to the Planner. The Planner will coordinate with production to determine if the item is still required. If it is, then the Planner will request a Special Level.

2.6.2.3. The Materiel Planner will identify items with low occurrence, irregular demand history as well as “hard to get” items. The Planner will submit to RIM AF Form 1996 requesting special level to ensure adequate support for scheduled PDM/MOD. The Production activity will submit the necessary AF -521s to validate requirements for hazardous materials (HAZMAT). The Supply

Technician will generate the required requisitions for stock, based upon Forms 1996 and -521 received. The RIM will forward request to the LGS “Home Office” for processing.

2.6.2.4. In the event a request for a Special Level is denied by a Prime Item Manager, the Supportability Specialist, RIM, and Planner will evaluate the justifications for the denial, and determine if the request should be modified or re-submitted with further justification. If warranted, the Supportability Specialist and/or RIM will re-accomplish the Special Level request in accordance with the reason(s) given for it being disapproved, and re-submit the corrected AF Form 1996.

2.6.2.5. The Planner, with input from the Tail Team, will identify a requirement for a new bench stock item by National Stock Number (NSN) and determine bench stock requirements based upon the Units Per Assembly (UPA) times the Replacement Factor (RPF) for each NSN. The Planner will notify the RIM of the requirement.

2.6.2.6. The Supply Technician will maintain bench stock and mechanic's VIDMARs. The Supply Technician will record usage via bar-code reader by location. The bar-code reader facilitates accumulation of data for materiel to reorder, which is consolidated into a list for ordering by the Supply Technician in the WSSC. The prospective system compares usage (issues) to the set level, and adjusts the level up or down based upon pre-set criteria. The Supply Technician will review usage, and recommend to the Planner increases or decreases to min/max bench stock levels, as well as recommend whether to add or delete items into/from stock based upon usage. The Supply Technician will recommend reductions to the max levels for items which usage has diminished. If such a change is approved, excess items will be turned in. If the item is a credit return, it will be returned to Supply/DLA. If the item is not a credit turn-in, the item will be placed in appropriate bench stock.

2.6.2.7. The SC&D (D035K) system automatically updates the stock level based upon consumption (issue) data history. If the Supply Technician detects a change in materiel usage that may impact continued maintenance of the established level, the Supply Technician will notify the Tail Team that stock level may drop due to lack of demand/system issues. The Supply Technician confers with the Tail Team to determine the actual requirement and appropriate actions for correct level maintenance. If the system-generated level does not reflect the actual requirement, the RIM will notify the Planner of the need to intervene with a Special Level. In addition the Supportability Specialist and RIM will check the priority and EDD of outstanding orders and determine if the stock level for outstanding orders should be increased.

2.6.2.8. The Supply Technician in the WSSC will consolidate all bench stock requests into a consolidated listing of items and quantities of bench stock to order. Orders should be consolidated to minimize DLA delivery and service charges.

2.6.3. Direct Exchangeable Items: DO35K automatically reorders materiel to replenish WSSC levels. All materiel for which a stock level exists should be automatically reordered when the reorder point is reached.

2.6.3.1. The RIM will evaluate the DLA Consolidated Serviceable Inventory (CSI) and demonstrated capability to satisfy depot demands. The RIM will check on-hand CSI balances in D035K. If a required item is “zero-balance”, the RIM will check the refill status from EXPRESS and determine the MICAP demand. If the CSI reflects a positive balance, or the item is “zero-balance” but with no MICAPs against it, the RIM will order the item MICAP via Consolidated Repairable Inventory (CRI)/CSI exchange. The turn-in of a Line Replaceable Unit (LRU) falls within the

Commodities process. The repairable item (CRI) is turned in to DLA, and DLA issues a serviceable unit from the CSI. The cost of a new unit is charged against the aircraft, and the aircraft account is credited when the repairable item is turned in. Using USAF instructions, EXPRESS determines how many items are "pushed" into a given repair facility for output into the CSI. Some repairable items are ordered for replacement through Supply and a CSI item is released as an exchangeable for assembly on an aircraft. Other units are sent to respective “back-shops” for repair, with the repaired item going to Tail Number Bin (TNB) when complete. Critical to tracking these items through the repair process are the following data elements:

2.6.3.1.1. JON.

2.6.3.1.2. Operation “T”(Tracking) Number.

2.6.3.1.3. RDD.

2.6.3.1.4. Tail Number.

2.6.3.1.5. Serial Number (if applicable).

2.6.3.1.6. Control Number (exists in G005M to control materiel funding on a particular operation).

2.6.3.1.7. G337 (ITS) tracking number (assigned by G337 when item data is input into ITS).

2.6.3.1.8. AFMC Forms -137, -206 -958 and -959.

2.6.3.2. The RIM will contact the Prime Item Manager regarding the urgency of need and RDD when an item EDD does not conform to the RDD. The Prime Item Manager will verify the EDD, and attempt to expedite or re-prioritize outstanding orders in order to meet the RDD. If the Prime Item Manager cannot produce an EDD for the item that meets the RDD, the Supportability Specialist will initiate a "Failure to Support Aircraft Repair" letter to the Prime Item Manager, Fixer, Product Directorate, and SPO. The letter identifies the requisition number by tail number, which will not be satisfied by the RDD. Options arrayed to the Prime Item Manager within the letter will include:

2.6.3.2.1. Authorize production to CANN the item and be reimbursed for direct labor.

2.6.3.2.2. Initiate a "T" Job Order Number (AFMC 206) for local repair or manufacture of the item.

2.6.3.2.3. Raise priority to release the item from the CSI.

2.6.3.2.4. Notify the customer that the negotiated delivery date will slip day-by-day, and that additional costs in overtime may be incurred to get the aircraft back on schedule.

2.6.3.3. The system will generate a Condition Tag (AFMC Form 95) if required. The form will include the NSN, operation number, and JON as pre-printed data that included as part of the original order. The system also generates a condition tag e.g., "repairable-unserviceable green tag".

2.6.4. Planned Materiel:

2.6.4.1. The ALS/FLS will access the materiel module of the production scheduling system (i.e., G097) using the tail number List of Materiel (LOM) associated with specified operations. The ALS/FLS will print a list of materiel loaded against each operation specified by the ALS/FLS that is within the current two-week "window".

2.6.4.2. The FLS, ALS, and/or Supply Technician will place orders for planned materiel, or materiel required to accomplish a low-frequency, "trigger card" task by NSN or Part Number, and by operation number into the Materiel Processing System (MPS, D230). The data of the ordered materiel is then overlaid into the schedule system materiel module, with a status of "ORD". Ordered materiel will be pre-positioned as appropriate to support the current two-week schedule "window". The location and timing of pre-positioning of materiel will be determined locally, as appropriate. The FLS/ALS will use their judgment to determine what materiel to order, when to order it and where it should be delivered (i.e., aircraft or TNB).

2.6.4.3. While working on the aircraft, the mechanic can identify an item(s) required to accomplish the (planned) operation. The mechanic reviews and selects the item required to accomplish the specific operation in the MPS (D230) from the materiel listed in the operation-specific LoM "pick-list". The mechanic will also identify materiel required to accomplish “install” operations immediately following execution of any associated "remove" operation.

2.6.4.4. The MPS (D230) will perform an edit (i.e., verify the requested materiel is on the LOM for the operation) for materiel requests. The edit will verify that the requested materiel has not already been ordered, and that the mechanic is not requesting a quantity that is higher than that planned (JON front-end edit).

2.6.4.5. The Supply Technician will order bench stock items in accordance with the quantities identified by the Supply Technician during routine inventories.

2.6.5. Request for Unplanned Item for Approved Operation:

2.6.5.1. The Mechanic will request materiel via the MPS (D230) with the priority necessary to meet the RDD shown in the operational schedule. Materiel requests for "Unpredictable" (not planned against the operation, or quantity exceeding that planned against the operation) are stored in a database (G097) for review by the Planner.

2.6.5.2. The Planner receives and reviews materiel requests for unprogrammed materiel received in the Materiel Module (G097). The Planner will determine if the requested materiel should be planned against an operation, if the materiel was previously ordered, or if it was erroneously ordered for a different operation. The Planner reviews the quantity ordered against the tail-number-specific List of Materiel (T-LOM) quantity and UPA. If the Planner determines that the materiel should be ordered, the Planner will change the status code in the Materiel Module (G097) to "Approved". Planner approval triggers the MPS (D230) to overlay the materiel data included in the request into G402A to actually order the materiel.

2.6.6. Assign Project Code: Those items, which have an Order Ship Time (OST) which is beyond the required Operation (RDD), will be identified for advance order with an AFMC-approved Project Code for each Production Division/WSSC. Using the project code, the Supply Technician will order those “long-lead” time items. Specific NSN and aircraft type will accompany the project code request. The intent is to know which items have a long lead time, anticipate when the items are

needed IAW production schedule, and order the items so as to ensure that they are available "just-in-time" for assembly or repair. When received, the items are identified by the ordering WSSC, and are controlled within that WSSC's "MIC" account. Also by ordering the materiel using a project code, the materiel can be ordered prior to opening the JON. The project code ensures that once the items are received, the materiel will not be issued to any other activity.

2.7. Receive And Store Materiel:

- The Materiel Handler/Examiner (MH/E) will receive and inspect incoming material. The MH/E will separate materiel received to fill orders by ordering RCC. Materiel received as part of a MOD kit will be inventoried against the shipping document. The MH/E checks materiel received from the Production activity (ERRC-code "T", CRIs, materiel removed to FOM, etc.) to verify proper documentation ("Green Tag", 1348, PDMSS FOM sticker, etc., as appropriate). The MH/E will document receipt at the WSSC in the appropriate materiel system(s). All materiel received should be tracked as "received" via a bar-code scan. Data scanned in will include the document number, aircraft tail number, part number, operation number, RDD, and associated install operation number.
- When the MH/E receives materiel to fill a specific order, or materiel that is serially controlled (i.e., the same part that was removed and repaired must be reinstalled on the same aircraft), the MH/E will update the Materiel Module (G097) to reflect the status of that materiel as "Received". For materiel received from maintenance that was removed to Facilitate Other Maintenance (FOM), the Materiel Module is updated to reflect the TNB location of the item ("Reporting Location for Maintenance"). The MH/E will clear the "in-transit" status of received items in the supply/materiel system.
- The MH/E will record receipt of materiel received for stock. A "Receive" transaction is effected via scanning the bar code label that accompanies the received item. The bar-code data will include the NSN, document number, and quantity of the item received.
- The Supply requisition system (G402A - EPS) will generate an issue document (i.e. "stuffer") when an item placed on order is issued from WSSC stock. The Supply Technician will transmit the issue document to the MH/Ex. If the materiel is not required immediately at the aircraft, the MH/Ex will pull the materiel from its warehouse location, and move it to the aircraft TNB. The movement is effected in response to a schedule-driven materiel issue transaction.
- The MH/E will receive, inspect and place aircraft materiel, to include manufactured items, process routed repair items, CSI assets, items removed FOM, MOD kit parts, and PDM operation package parts in the appropriate aircraft Tail Number Bin (TNB). The MH/E will update the Materiel Module (i.e., G097) to reflect TNB location of received items.
- When the MH/E receipts for manufactured items (via bar code) the system must capture data on each item to include part number, operation number, JON, aircraft tail number, and quantity. Captured data will be available for review and analysis.
- The Planner will review the system-generated data on unplanned manufactured items. The Planner notes the occurrence factor (i.e., number of issues) for each item. If the Planner notes a "significant" quantity of issues for the item, the Planner may elect to plan that item against the operation. The Planner may also notify the Equipment Specialist to change the Acquisition Code for the item, notify the RIM to change/establish a level for the item, notify the Master Scheduler

to evaluate the impact to the aircraft schedule to manufacture the item, or any combination thereof.

- The Planner will advise the Equipment Specialist to update the Acquisition Code for items if recorded usage history so warrants.
- The MH/E will initiate Report of Discrepancy (RODs) for materiel they receive and identify any that is damaged or discrepant. The MH/E will submit the accomplished ROD for discrepant materiel to the WSSC Materiel Supportability section.

2.7.1. Deliver Items In Accordance With Schedule and Requirements:

- The FLS will notify the MH/Ex that materiel stored in the aircraft TNB is required at the aircraft. MH/Ex will deliver requested items to the FSA. The MH/Ex will deliver indirect materiel to the appropriate bench stock location. Items which cannot be delivered by the MH/Ex (i.e. HAZMAT or tools) will be picked-up by the mechanic.
- The MH/Ex will also deliver certain items directly to the aircraft, to include oversized items delivered directly from the “back-shop”, or FOM not otherwise stored in the TNB. Also, DLA has the capability to deliver items to any delivery destination identified on the requisition.
- The FLS is the primary agent for receipt of materiel at the aircraft. Other personnel at the aircraft (i.e., ALS, Aircraft Supervisor, and Mechanic) may also receipt for materiel. The receipt action is a signature on either a DD Form 1348-1 for direct & indirect materiel, or an AFMC Form 137/958/959 for routed repair items.
- The MH/Ex will deliver CRI, ERRC-code "T" items received from the Production activity (DIFM item) to the appropriate DLA drop-off point.
- Mechanics will initiate a Quality Deficiency Report (QDR) any time they identify a delivered item to be discrepant, and notify the ALS and FLS that a replacement will be required.

2.8. Resolve Back-Order Problems Via Supportability Options:

2.8.1. When given an order status code of "BB", and an Estimated Delivery Date (EDD) beyond the Required Delivery Date (RDD), the WSSC will identify and implement appropriate supportability options to satisfy materiel requirements. The monthly supportability review specifically directs actions to resolve identified materiel shortfalls. The "Tail Team Rolling 10-Day Forward Look" also directs actions to resolve identified materiel shortfalls, to include review of Supportability actions taken by the Supportability Team conducting the 30-day Supportability Review. The ALS/FLS will track the status of all outstanding back-orders on a daily basis.

2.8.2. If the NSN for a requested item is not in the supply system, it will return a status code of "FLN". The RIM (RIM) will query the appropriate system to derive the management data for the subject materiel. The RIM will then load the data into the supply system to establish an NSN for the item.

2.8.3. Substitutability: The FLS/ALS notifies the RIM to explore substitution options whenever a “back-ordered” (supply status code "BB") item has an EDD that does not conform to the RDD. Notification triggers the RIM to query the supply systems to see if a suitable sub exists. If a suitable sub is located, the RIM will order the substitute item. If not, the RIM will explore alternate support options.

2.8.4. Other Sources of Supply:

2.8.4.1. The RIM will query other sources of supply (SoS) for availability, delivery time and cost for the required item. If required, the RIM will notify the Supportability Specialist to coordinate with Local Industrial Operations (i.e. “back-shops”) for manufacture or repair of the required item. The last resort is to cannibalize the item from another aircraft.

2.8.4.2. The RIM will perform research via appropriate systems and/or telephone coordination to pursue alternate supportability options. Such options include, but are not limited to other on-base accounts, Aerospace Maintenance and Regeneration Center (AMARC), Contractor Acquired Property (CAP), Lateral Support, Inventory Locator System (ILS), Defense Reutilization Management Service (DRMS), and the "World-Wide Web" to locate the ordered item. If the item is available, the RIM effects the appropriate requisition.

2.8.5. Local Repair and Manufacture Options:

2.8.5.1. If necessary, the RIM will initiate the required paperwork to explore if manufacturing/ repair capability exists. The RIM will forward the appropriate documents to the appropriate “back-shop”. Required information includes:

2.8.5.1.1. JON.

2.8.5.1.2. Tail Number.

2.8.5.1.3. Manufacturer's Part Number.

2.8.5.1.4. Quantity.

2.8.5.1.5. WSSC Point Of Contact.

2.8.5.1.6. RDD (determined by the early start date for the installation operation of the installation major job).

2.8.5.2. If the best option is to locally manufacture the required item, the RIM will submit the appropriate paperwork to the “back-shop”. The “back-shop” Planner will in turn review T.O., tool, materiel (stock), and skill requirements, the cost to manufacture the item, and the (EDD). The “back-shop” clerk will return the cost estimate request form with cost estimate and EDD to the WSSC. The RIM will contact the Prime Item Manager regarding the urgency of need and RDD when an item EDD does not conform to the RDD. The Prime Item Manager will verify the EDD, and attempt to expedite or re-prioritize outstanding orders in order to meet the RDD. If the Prime Item Manager cannot produce an EDD for the item that meets the RDD, the Supportability Specialist will initiate a "Failure to Support Aircraft Repair" letter to the Prime Item Manager, Fixer, Product Directorate, and SPO. The letter will identify the requisition number by tail number, which will not be satisfied by the RDD. The letter may recommend possible options to resolve the RDD, to include:

2.8.5.2.1. Authorize production to CANN the item and be reimbursed for direct labor.

2.8.5.2.2. Initiate a "T" Job Order Number (AFMC 206) for local repair or manufacture of the item.

2.8.5.2.3. Raise priority to release the item from the CSI.

2.8.5.2.4. Notify the customer that the negotiated delivery date will slip day-by-day, and that additional costs in overtime may be required to comply with the original negotiated delivery date.

2.8.5.2.5. All "Lack of Support" charges or "other direct costs" will be assessed against and paid by the SPO.

2.8.5.3. The Planner will notify the “Sync Team” to update the “Hot Item” list. “Hot Item” is an item for which the EDD exceeds the RDD that is being processed or repaired by Industrial Operations (i.e. “back-shop”). The Planner will provide the item RDD to the Sync Team. The Sync Team will update the Hot Item list with the new RDDs. For cannibalized items, the new RDD will be the early start date of the install operation for the aircraft from which the item was taken. With manufactured/ routed items (i.e. “shoe tags”) the Hot Item list will also be updated to reflect the process of repairing the item, as opposed to the original intent of replacing the item (manufacture pieces of a part as opposed to manufacture of the end-item with an NSN or P number).

2.8.6. Work-Arounds:

2.8.6.1. The ALS reviews available production schedule “float time”. “Float time” is determined by the difference between the early start date and the late start date for a major job. The ALS will inform the Aircraft Supervisor of the available “float time” within the scheduling system.

2.8.6.2. The ALS and Aircraft Supervisor will develop work-arounds when required to compensate for delays in materiel supportability (EDD exceeds RDD). Examples of work-around include re-arranging major jobs, crew size adjustments, multiple shifts, overtime, etc. Based upon the available float time and impact of the developed work-around, the ALS and Aircraft Supervisor will determine whether or not to delay execution of a scheduled operation. The following rules apply for developing work-arounds:

2.8.6.3. Identify and work major jobs that do not affect the major job of the “Hot Item”, i.e, work jobs that are parallel to the major job of the “Hot Item,” but are not on the schedule critical path.

2.8.6.4. Man-load the installation major job (apply more people in the current shift) of the hot item to get the major job back on schedule.

2.8.6.5. Apply multiple shifts to the “install” major job of the hot item.

2.8.6.6. Apply overtime to the install major job of the hot item.

2.8.7. Change Operation Start Date:

2.8.7.1. The FLS will adjust the RDD for impacting items in the Materiel Module (G097) to reflect the impact of developed work-arounds or alternate supportability options. The ALS/FLS will notify the Supportability Specialist to change the RDD for the impacting item.

2.8.7.2. If developed work-arounds and alternate supportability options fail to resolve the supportability shortfall, the ALS/FLS will notify the RIM that the item is Critical. The RIM will coordinate with the Prime Item Manager to try to expedite, or arrange for partial shipment of a minimum-required quantity of the item, in order to meet the RDD. The RIM will advise the Supportability Specialist of the status of such actions. The ALS/FLS can also initiate a request to upgrade the item to MICAP priority. In such cases, the RIM will upgrade the item requisition in the system (DO35K) to MICAP status IAW AFMAN 23-110, VOL I, Part One, Chapter 2; VOL III, Part One, Chapter 2; or VOL III, Part Two, Chapter 6, as appropriate. The RIM will input the MICAP EDD into the Materiel Module.

2.8.8. Cannibalization (CANN):

2.8.8.1. If all efforts to acquire the required materiel by the RDD fail, the ALS will initiate cannibalization (CANN) procedures. The RIM, Prime Item Manager, and FLS will perform required functions to support CANN actions. The ALS will forward the number of CANNs, and the number of labor hours consumed to perform CANNs, to the WSSC P&A Section for analysis and reporting to the SPO and the Fixer.

2.8.8.2. If the ALS determines that the MICAP EDD will not support (i.e. the item will not arrive in time to facilitate the operation task against which it is loaded the PDM critical path-driven schedule, and the ALS reviews what (if any) CANN options exist. The WSSC and Production personnel perform research to determine suitable aircraft "donors" from which to "CANN" the required item.

2.8.8.3. The Master Scheduler will evaluate all (PDM/MOD) aircraft to determine which would be the most suitable "donor" from which to take the required part. First consideration is given to aircraft, which may have the required item in Tail Number Bin (TNB) storage as opposed to those which actually have the item installed. The Master Scheduler notifies the RIM of the selected "donor" aircraft.

2.8.8.4. The RIM and/or Supportability Specialist will coordinate with the SPO Prime Item Manager for the authority to CANN the item from the selected "donor" aircraft. The “donor” aircraft must have justification corresponding to a priority higher than that of the "requiring" aircraft to deny the CANN. The Prime Item Manager must commit funds for labor if production is to perform the CANN.

2.8.8.5. Once the CANN is approved, the FLS will prepare the required CANN paperwork. The Mechanic will remove the required item from the “donor” aircraft. The MH/Ex will deliver the item to the receiving aircraft. The FLS or Supply Technician then will accomplish the D6/D7 "Wash-Post" Transaction.

2.8.9. Engineering Disposition and Schedule Change:

2.8.9.1. If all attempts to resolve a materiel shortfall fail, the Tail Team will request an Engineering disposition. The Tail Team will request Engineering to determine whether the discrepancy represents a Safety of Flight condition. If not, the aircraft can be returned to the customer without repairing the identified discrepancy. The discrepancy will be archived, and the schedule will not be changed.

2.8.9.2. If the discrepancy does represent a Safety of Flight condition, the ALS will initiate a schedule change through the Master Scheduler to the SPO via appropriate channels. The schedule change represents a slippage of the negotiated delivery date. The ALS and Tail Team can effect schedule changes peculiar to a specific aircraft, which do not impact other aircraft schedules.

2.8.9.3. The Master Scheduler will evaluate the impact of the recommended change upon the total system schedule. If the Master Scheduler determines that system priorities and resource constraints require a change to the aircraft schedule, they will direct the Planner to effect the appropriate change to the tail number network.

2.9. Measure Results And Analyze Trends:

2.9.1. Measure Results:

2.9.1.1. The WSSC P&A Section will review pertinent information from established measures of effectiveness within the Industrial Support for Aircraft Repair Process. The WSSC P&A Section will continuously monitor and review process performance and feedback to determine the correct metrics for providing focused and effective process improvement. The selected measures must accurately reflect the status of critical indicators of business success.

2.9.1.2. After determining the most relevant metrics for process measurement, the WSSC P&A Section will identify the source(s) for the information used to collect those metrics. The WSSC P&A Section will determine the parameters for acceptable performance when measured against the selected metrics, in accordance with Fixer guidance. The WSSC P&A Section will collect the selected metrics data from appropriate sources.

2.9.2. Evaluate Process and Procedures:

2.9.2.1. The WSSC P&A Section will perform periodic surveys of WSSC procedures to verify they support mission objectives. The results of these surveys will be reported to the Fixer. As a result of internal surveillance, the WSSC P&A Section will conduct trend analysis, identify changes to policies and procedures, system changes, remedial training requirements, measure performance deficiencies, etc.

2.9.2.2. The WSSC P&A Section will review current OIs/SOPs and will query supervisors for additional areas that should be reviewed/checked. The WSSC P&A Section will use checklists to evaluate the performance to standards found in external and internal OIs/SOPs and business measures. The WSSC P&A Section will update local checklists used for inspection and evaluation.

2.9.2.3. The WSSC P&A Section will conduct annual evaluations of WSSC operations. Evaluation methodology may include a desk-side audit and employment of checklists developed in accordance with OIs/SOPs, by task and/or function. Evaluation areas may include special interest items from the Fixer or WSSC Chief. The WSSC P&A Section will perform evaluations as directed or as required to determine the cause of adverse trends.

2.9.2.4. The WSSC P&A Section will continuously monitor and review internal WSSC process performance and feedback to determine the correct metrics for providing accurate feedback for focused and effective process improvement. Selected measures must accurately reflect the status of critical indicators of WSSC success. Subsequent to determining the correct metrics for providing accurate feedback, the WSSC P&A Section will identify the source(s) for the information used to collect that metrics. The WSSC P&A Section will then determine the parameters for acceptable WSSC performance within the selected metrics in accordance with Fixer guidance.

2.9.2.5. The WSSC P&A Section will collect metrics data from appropriate sources. The WSSC P&A Section will evaluate the collected data using selected metrics. Evaluation subjects will include the effectiveness of WSSC support and the adequacy, quantity and availability of mission essential resources (equipment, computer upgrades, space, lighting, manpower, etc.) in the WSSC. The WSSC P&A Section will provide the results of internal evaluations to the WSSC Chief. Initial results can be provided in the form of an informal out-brief, followed by a written formal report, or a Memorandum For Record. In addition to the Fixer, the WSSC P&A Section will provide results of inspections and evaluations to select personnel (e.g. Trainers, Supervisor,

Employees, etc.), in accordance with WSSC Chief guidance. Personnel receiving reports may be required to provide responses to observations or discrepancies, as directed by the WSSC Chief.

2.9.2.6. The WSSC P&A Section will review the replies to their inspection report for content and assess whether necessary corrective actions implemented by the respondents are adequate and relevant (e.g., training), or if changes to policy or resources are necessary. Based upon the results of internal inspection and report feedback, the WSSC P&A Section will either validate the solution proposed by the report respondent or identify a solution (to include implementation recommendation) based upon WSSC P&A Section analysis.

2.9.3. Analyze Trends:

2.9.3.1. The WSSC P&A section will collate essential performance indicators, evaluate metrics, and compare them to like-aircraft results and baseline. The WSSC P&A Section will determine root causes for variances from standards.

2.9.3.2. The WSSC P&A Section will compare collated essential performance indicators and evaluate metrics against acceptable measures. The WSSC P&A Section will determine if observed performance meets standards. The WSSC P&A Section will record, update, and analyze trends.

2.9.3.3. The WSSC P&A Section will identify the problem/Root Cause of unacceptable measures or negative/adverse trends and evaluate options to resolve observed problems. If the Measures of Performance are acceptable, the WSSC P&A Section will produce a report in accordance with scheduled reviews.

2.9.3.4. The Supportability Specialist will chair a cross-discipline (Strategy Team) strategy development session in order to develop proactive strategies to satisfy chronic/acute supportability shortfalls. The Strategy Team will consist of a Planner, RIM, Contracting Officer, and representative for the Chief of Supply. Examples for "strategies" include modification of levels for low and high replacement factors, establishment of special levels for low-cost, low-usage items, coordination of orders and usage with the schedule, etc. Developed strategies should optimize the functionality inherent in the existing support system(s) whenever possible (i.e., guarantee of DLA provision of DLA-managed items provided 85% of requested materiel is bought back, local purchase, etc.), but can also address any required policy changes (i.e., storage time limitations).

2.9.3.5. The Supportability Specialist will prioritize the materiel requirements for depot maintenance based upon cost, usage, RPF, and occurrence. Based upon that stratification and the funding available to support that materiel, the Supportability Specialist will develop plans to ensure that all packages loaded onto the Fixer are cost-supportable against SMAG and Fixer funds. It is the sole responsibility of the Supportability Specialist to analyze the cost of supporting the entire depot materiel requirements for a given weapon system against total dollars available, develop plans to ensure the funding is available, and assure the plans are in place. If the Supportability Specialist is unable to develop a successful plan to ensure funding of PDM materiel requirements, or if changes occur which threaten adequate funding of identified materiel requirements, the Supportability Specialist will identify the projected impacts to the schedule. The Supportability Specialist will report identified schedule impacts to WSSC Chief, Fixer, and appropriate division chief/director.

Chapter 3

RESPONSIBILITIES, STRUCTURE AND FUNCTIONS

3.1. Responsibilities:

3.1.1. HQ AFMC/LG. Provides overall policy guidance for aircraft depot level repair. Maintains configuration control for the Industrial Support for Aircraft Repair process model and standard information systems.

3.1.2. ALC/CC. Each ALC/CC is responsible for depot repair of aircraft weapon systems they manage, ensuring compliance with standard process and organization structure. Necessary changes to the process will be in accordance with the HQ AFMC RM/CM plan for Process Change Requests (PCR).

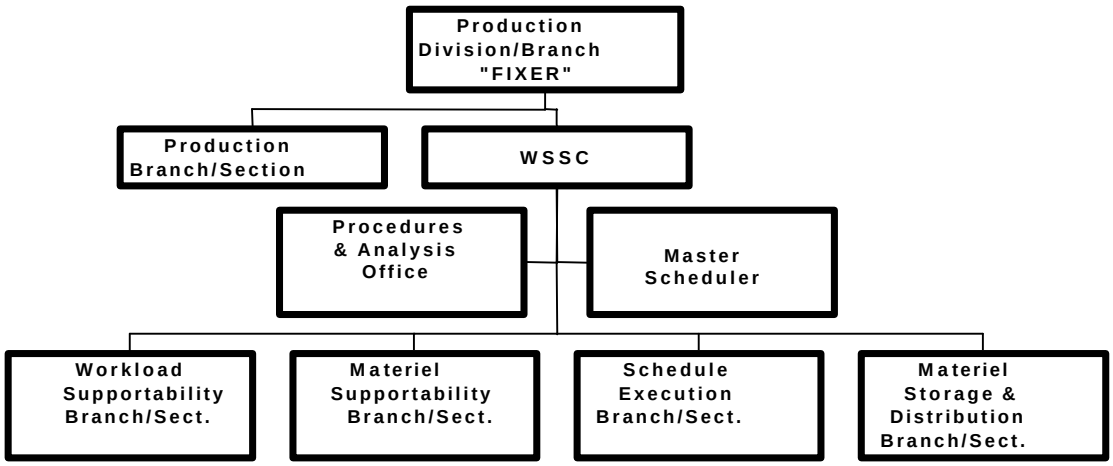
3.1.2.1. At each ALC, "industrial support to aircraft repair" cuts across traditional functional organizations. Consequently, support to the aircraft repair process consists of sequentially linked activities which require application of functional personnel resources and data from diverse functional organizations and systems into each activity within the process. Many functional organizations contribute to the support process, but no one functional organization controls the diverse support to aircraft repair. The System Program Officers and Product Directors are the key stakeholders. The "Fixer" is responsible for aircraft-specific production. The Weapon System Support Center (WSSC) reports to the Fixer.

3.2. Weapon System Support Center Structure:

3.2.1. The Weapon System Support Center (WSSC) is a multi-functional, one-stop, forward-located organization providing support to the mechanic. The WSSC is capable of providing or coordinating with back shops for all logistics-related support to the mechanic for programmed (PDM) and unprogrammed depot level maintenance (UDLM), scheduled modifications, and satisfying unpredictable requirements to aircraft. The WSSC provides an integrated approach to aircraft production support that fully synchronizes production management; planning; scheduling; and resource (materiel, equipment, manpower, routed repair, and facilities) programming; budgeting and execution to a specific aircraft per a specific operation-level production schedule.

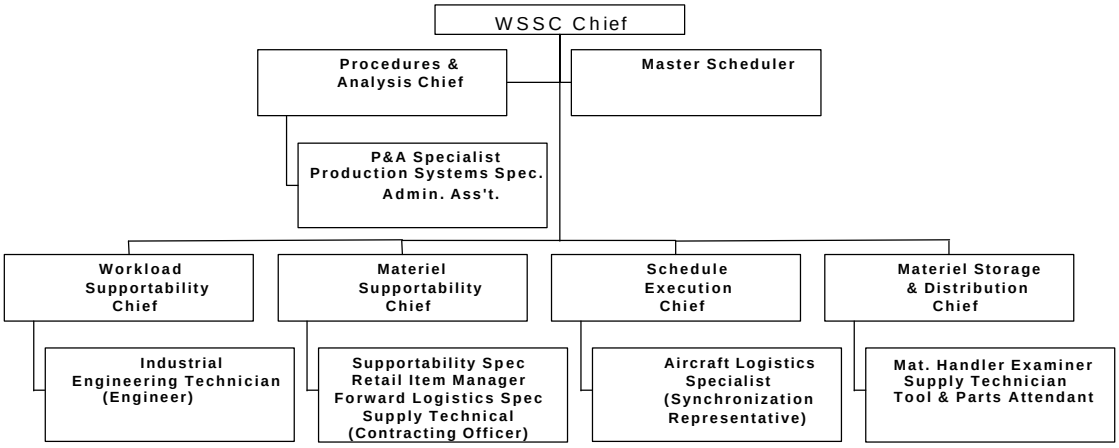
3.2.2. The "standard" WSSC organization reflects the functional requirements defined within the repair process. All Fixers must use the standard organizational structures found in this instruction. If a unit's unique mission or location requires a different structure, a waiver to the standard structure must be obtained through submitting a HQ AFMC/RM/CM Process Change Request. Figure 3.1. illustrates the standard WSSC organizational subdivisions; Workload Supportability, Materiel Supportability, Schedule Execution, and Materiel Storage and Distribution supported by an indigenous Procedures and Analysis element.

Figure 3.1. Standard WSSC Organizational Subdivisions.



3.2.3. The WSSC is organizationally equal to the production organization that reports to the same "Fixer". For example, if the Fixer is a Production Division Chief, then the WSSC is a Branch Equivalent to the Production Branches. The Production Branch Chiefs are the business unit managers responsible for the annual schedule, execution to budget, prioritization of facilities and apportionment of personnel skills. Their input to the fixer facilitates the fixer's participation in the Aircraft Production Business Council for the Aircraft Logistics Center (ALC). The specific positions within each of the sections/units are listed in figure 3.2. and described in detail within Chapter Four, WSSC Personnel Positions and Tasks.

Figure 3.2. WSSC Positions.



3.2.4. The Forward Support Area (FSA) is a geographic extension of the WSSC to a hangar or ramp where the aircraft are repaired. It is the single interface point to the mechanic for all services and materiel, parts, special equipment, special tools and hazardous materiel which flow to the aircraft. The WSSC support personnel distribute these items to the aircraft through the FSA. The FSA includes the Aircraft Logistics Specialists (schedule adherence), Forward Logistics Specialists (materiel support), first line Supervisor (manpower support), and the Tool and Parts Attendant. The Tool and Parts Attendant oversees a high-volume, low-dollar bench stock readily available to the mechanic. Best practices have demonstrated that bench stocks reduce the number of parts requisitions, and the time required to obtain most commonly used parts, fasteners, and expendables. The ALS, FLS, and aircraft first line supervisor form the aircraft-specific tail support team which meets regularly to assure support in "rolling ten day" windows. A Planner is available for support to the Tail Team as needed.

3.3. Functions:

3.3.1. Aircraft Repair Support Process Functions: Functions within the support to aircraft repair process include production planning support; supply support; procedures and analysis support; supportability reviews; simulations and supportability options; and financial management support. Many of these functions are performed within the WSSC. However, some functions are performed by other ALC organizations (e.g., LG, LA, and PK) and SPO/IWSM organizations; they also are intricately involved in providing support to the mechanic.

3.3.2. Core WSSC Functions:

3.3.2.1. Validate requirements, plan and program resources for requirements, develop work packages, evaluate work specifications, and load resources to the aircraft induction schedule.

3.3.2.2. Conduct periodic supportability reviews and simulations to ensure resource availability by type for each operation's start date.

3.3.2.3. Respond to materiel non-availability through supportability options.

3.3.2.4. Order and coordinate delivery of materiel, special tools, special equipment and hazardous materiel for tail number operations.

3.3.2.5. Store, package, route, and deliver materiel per aircraft tail number schedule.

3.3.2.6. Maintain lists of materiel (LOM) and bills of materiel (BOM).

3.3.2.7. Establish metrics and evaluate procedures to assist the fixer in knowing "How well are we doing?"

3.3.3. FSA Functions:

3.3.3.1. Aircraft-specific Due In From Maintenance (DIFM)/Due Out To Maintenance (DOTM) management.

3.3.3.2. Process shop reports.

3.3.3.3. Assist in movement and tracking of routed items. Route and track FOM items.

3.3.3.4. Research parts availability. Order unpredictable parts.

3.3.3.5. Work resources support in 10-day blocks to critical path.

3.3.3.6. Monitor and track mechanic feedback.

3.3.3.7. Obtain blueprint drawings for mechanics as required.

3.3.3.8. Process and track cannibalization actions in the Production Scheduling System.

3.3.3.9. Adjust delivery of kits/packages and available resources based upon aircraft schedule.

3.3.3.10. Issue supportable work control documents.

3.3.3.11. Functions peculiar to each organizational section/unit follow.

3.3.4. Procedures and Analysis Office: The P&A Office provides the WSSC chief with staff support functions, to include special projects and program management, quality control, and training. Specific functions include:

3.3.4.1. Provide support and coordination for meetings and briefings, especially the weekly fixer meeting and the monthly financial and production management reviews.

3.3.4.2. Develop and maintain operating procedures.

3.3.4.3. Provide overview, introductory and on-going training.

3.3.4.4. Provide internal surveillance.

3.3.4.5. Measure process compliance; evaluate business metrics.

3.3.4.6. Provide support to users of systems.

3.3.4.7. Review WSSC workload and operations.

3.3.4.8. Analyze trends.

3.3.4.9. Evaluate workload.

3.3.4.10. Recommend changes to process, personnel position descriptions and procedures, equipment and facility, information systems, and training.

3.3.5. Workload Supportability Section/Unit: Supportability is a team concept deeply imbedded in the WSSC. The WSSC will be involved with the System Program Office (SPO) maintenance work loaders, financial managers, back shop, contracting, and supply organizations to ensure complete visibility of present and future aircraft repair (PDM, MOD and UDLM) requirements. Integrated workload and production planning, scheduling, and budget functions now reside in the Workload Supportability Section/Unit.

3.3.5.1. Estimates Requirements:

3.3.5.1.1. Estimate price with man-hours and resources to perform programmed depot maintenance (PDM) statement of work.

3.3.5.1.2. Evaluate kit man-hours and resources to perform modifications.

3.3.5.1.3. Reconcile similarities between PDM and Modification work packages.

3.3.5.1.4. Estimate price with man-hours and resources to perform unprogrammed depot level maintenance (UDLM).

3.3.5.1.5. Update fixed price worksheet; reconcile and issue fixed price sheets.

3.3.5.1.6. Develop master routing plan.

3.3.5.2. Develops Work Packages:

3.3.5.2.1. Integrate technical orders, engineering changes and mechanic input into work packages.

3.3.5.2.2. Develop Bill of Materiel (BOM) by PDM operation.

3.3.5.2.3. Merge List of Materiel (LOM) to BOM for UDLM operation.

3.3.5.2.4. Adjust BOM.

3.3.5.2.5. Establish aircraft schedule.

3.3.5.2.6. Adjust aircraft schedule by major job.

3.3.5.2.7. Develop aircraft input/output schedule.

3.3.5.2.8. Develop facility utilization plan.

3.3.5.3. Participates in the supportability reviews of two years, one year, three months and one month:

3.3.5.3.1. Update BOM from Maintenance Requirements Review Board (MRRB) for fiscal year LOM.

3.3.5.3.2. Confirm incoming tail number and configuration.

3.3.5.3.3. Load workload package.

3.3.5.3.4. Adjust operation schedule.

3.3.5.3.5. Refine BOM.

3.3.5.3.6. Draft and develop planned labor application.

3.3.5.3.7. Compare equipment to work specification.

3.3.5.3.8. Compare facilities to work specifications.

3.3.5.3.9. Review aircraft records and pre-existing problems. Conduct initial reception planning conference.

3.3.5.3.10. Conduct simulations of resources by type against schedule.

3.3.6. Schedule Execution Section/Unit: The Aircraft Logistics Specialist (ALS) and Synchronization Representatives perform the functions within Schedule Execution. The ALS is a member of the Tail Team and focuses on tail number scheduling as the aircraft undergoes PDM/UDLM/MOD. The Synchronization Representative focuses on back shops to track off-aircraft repair or local manufacturing output. Both support the aircraft mechanic IAW the operation schedule.

3.3.6.1. Reviews aircraft history.

3.3.6.2. Routes from Pre-Dock and Dock; track all routed items.

3.3.6.3. Opens job order numbers (JON). Including verifying PDM/UDLM work packages are in G097, inputting JON to G004L, and providing support to critical path IAW aircraft operation schedule.

3.3.6.4. Synchronizes support to schedule.

3.3.6.5. Issues and manages work control documents.

3.3.6.6. Verifies labor and materiel costs, and input to G004L.

3.3.6.7. Verify Turn-in of kit residue and unused parts.

3.3.6.8. Take final production count to include temporary JONs.

3.3.6.9. Closes JON in G004L; inputs departure notice in G037E.

3.3.6.10. Changes schedule for operation.

3.3.6.11. ALS is assigned to an aircraft upon arrival and accompanies it through functional check flight certification.

3.3.6.12. The ALS chairs the “Tail Team” (first line supervisor, FLS, and as needed, the Planner) meeting to “forward look” 10 work days of operations in accordance with the critical path schedule. The evaluation involves assigning skills to each operation – after parts, tools, hazardous materiel, and special equipment are deemed supportable. The tail team ensures only supportable work control documents are issued to the mechanics.

3.3.6.13. The synchronization team will meet as required to resolve conflicting priorities. The Synchronization Team has representatives from the back-shops and from each aircraft division for back-shop manufacturing and repair. The Synchronization Team’s focus is on the aircraft tail number schedule, the Required Delivery Date (RDD) of a given operation, and the back-shops’ Estimated Delivery Date (EDD). In cases where capacity conflicts or materiel constraints indicate a customer RDD may not be met, the sync team deconflicts capacity constraints and loads the best developed/revised schedule onto the Industrial Operations’ (IO) work-centers. The team coordi-

nates priority requests from aircraft, engine and missile centers (repair lines) and deconflicts IO production capacity to meet customer RDDs.

3.3.6.14. The Synchronization Representative (an ALS) within the WSSC:

3.3.6.14.1. Tracks and expedites manufacturing and repair work done in the back-shops.

3.3.6.14.2. Participates with other synchronization teams at least weekly. The synchronization team is an empowered master planning and scheduling team.

3.3.6.14.3. Synchronizes the efforts of all production centers.

3.3.6.14.4. Tracks all assets throughout the production cycle.

3.3.6.14.5. Reduces the time and money required to produce aircraft and commodities.

3.3.7. Materiel Supportability Section/Unit: The Materiel Support section/unit ensures adequate stock levels are established and requisition action is taken to support programmed and budgeted aircraft repair (PDM/MOD/UDLM) supply requirements derived from the List/Bill of Materiel (LOM/BOM), in accordance with the aircraft production schedule. WSSC Materiel Support provides agile and flexible response to unprogrammed requirements. Specific functions follow:

3.3.7.1. Participates in SPO supportability analysis; orchestrates supportability reviews of materiel requirements (LOM/BOM) at one year, three months, and one month in advance of aircraft arrival on station.

3.3.7.2. Exercises supportability options:

3.3.7.2.1. Substitutable NSNs.

3.3.7.2.2. Other sources of supply (on base, AMARC, CAP, local manufacture, lateral, and DRMO).

3.3.7.2.3. Other sources of repair.

3.3.7.2.4. Cannibalize as necessary.

3.3.7.2.5. Change priority / Mission Capability (MICAP).

3.3.7.2.6. Reschedule operation.

3.3.7.2.7. Request and review special levels:

- Review total asset position.
- Retail IM compares available materiel to the work specifications.
- Establish bench stock minimum and maximum levels.
- Set maintenance demand level.

3.3.7.2.8. Order materiel including long lead-time items.

3.3.7.2.9. Reconcile turn-ins, backorders, and cannibalization actions.

3.3.8. Materiel Storage and Distribution Section/Unit:

3.3.8.1. The WSSC MS&D section/unit performs normal warehouse receipt, inspection and storage functions, replenishes stocks, and picks-up and delivers materiel. MS&D includes the Supply Technicians, Materiel Handler/Expediters and Materiel Handler Examiners.

3.3.8.2. The WSSC MS&D functions as the central receiving activity for all materiel receipt functions, including materiel inspection, aircraft parts storage, posting to record (asset accountability), materiel discrepancies/corrective action, and materiel turn-in. It provides overall physical management of aircraft repair/PDM support materiel including storage, maintenance, calibration, restock and handling, Tail Number Bins (TNB), operation packages, routed item repair, bench stock, and special equipment.

3.3.8.3. WSSC MS&D executes central dispatch and expediting assignments. It controls all movement of support materiel for aircraft repair, and delivers materiel and maintains status of materiel movements. Specific functions follow.

3.3.8.3.1. Manages stock and warehouse space; orders materiel as required.

3.3.8.3.2. Receives and stores materiel:

- Hazardous Materiel.
- Special tools.
- Repair parts.
- Consolidated Serviceable Inventory (CSI) asset.
- FOM.
- Operational packages.
- Manufactured items.
- Process routed repair items.

3.3.8.3.3. Initiates discrepant materiel reports.

3.3.8.3.4. Builds PDM/UDLM kits by operation.

3.3.8.3.5. Delivers items to FSA IAW scheduled RDD.

3.3.8.3.6. Verifies that packages are 100% complete.

3.3.8.3.7. Processes turn-ins of DIFM/DOTM and excess WSSC materiel.

Chapter 4

WSSC POSITIONS AND TASKS

4.1. Background: Activity descriptions within the Industrial Support to Aircraft Repair process model include skill type identification for each activity. These skill types were categorized and matrixed to serve as the basis for the formal WSSC position descriptions. The activity descriptions, within which is a "Performed By" category, are found in Attachment 3.

4.2. WSSC Positions: The following is a list of standard positions authorized in a Weapon System Support Center (WSSC). WSSC organization is shown in Figure 4.1 and is subordinate to a production division/branch chief, the "Fixer". Each WSSC will have at least one job for each of the standard positions.

4.2.1. WSSC Chief:

4.2.1.1. Directs industrial support to production for aircraft repair.

4.2.1.2. Accountable to the Fixer.

4.2.1.3. Ensures compliance with HQ AFMC aircraft repair support policies.

4.2.1.4. Supervises five section/office chiefs.

4.2.2. Master Scheduler:

4.2.2.1. Approves FY work plan for aircraft induction, carry-out, flow days and shifts.

4.2.2.2. Reviews system schedule impacts of Modifications, UDLM, and new or changed requirements.

4.2.2.3. Reviews resource supportability by MDS per fiscal year.

4.2.2.4. Adjusts schedule per facility or skill constraints.

4.2.2.5. Chairs Pre-Induction Conference.

4.2.3. Procedures and Analysis Chief:

4.2.3.1. Identifies and develops training for WSSC employees.

4.2.3.2. Develops procedures, guidelines, and operational instructions for WSSC activities.

4.2.3.3. Manages automation initiatives.

4.2.3.4. Manages internal and external surveillance programs, including Metrics reports.

4.2.4. Procedures and Analysis Specialist:

4.2.4.1. Performs analyses to evaluate effectiveness and efficiency of WSSC operations.

4.2.4.2. Captures data for business metrics.

4.2.4.3. Analyzes trends.

4.2.4.4. Provides internal surveillance of task accomplishment.

4.2.4.5. Develops and maintains operating procedures.

4.2.4.6. Coordinates training for WSSC personnel.

4.2.4.7. Recommends changes (process, organization, system, policy, and facility) to Fixer.

4.2.4.8. Supports monthly management reviews.

4.2.5. Production Systems Specialist:

4.2.5.1. Provides System User Support.

4.2.5.2. Designs System Initiatives

4.2.6. Materiel Supportability Chief:

4.2.6.1. Responsible to local Chief of Supply for WSSC stock fund management.

4.2.6.2. Responsible for Materiel Control Programs, including DIFM/DOTM, RIM transactions register, MICAP, materiel reconciliation during JON closeout, and forward look/parts supportability.

4.2.6.3. Manages initial materiel supportability functions involving MRRB, Special level requests, lead time issues, cannibalization consideration, and Bill of Materiel.

4.2.6.4. Oversees the IMPAC card purchases of several accounts.

4.2.7. Supportability Specialist:

4.2.7.1. Directs synchronized logistics support to Fixer's schedule as the weapon system program manager.

4.2.7.2. Chairs periodic supportability reviews.

4.2.7.3. Resolves non-supportable materiel backorders via supportability options; energizes SPO program manager and prime item manager.

4.2.7.4. Resolves supportability breakdowns between production, planning, supply, procurement and engineering that constrain Fixer's ability to meet schedule.

4.2.7.5. Reports to Fixer on health of workload supportability.

4.2.8. RIM:

4.2.8.1. Sets WSSC stock, bench stock and special levels.

4.2.8.2. Reconciles outstanding backorders.

4.2.8.3. Cancels creditable backorders.

4.2.8.4. Coordinates turn-ins of reparable materiel and kit residue.

4.2.8.5. Reconciles supply and CANN records.

4.2.9. Forward Logistics Specialist (FLS):

4.2.9.1. Participates in 30 day supportability review and ten day "rolling review" of parts availability by operation RDD.

4.2.9.2. Coordinates delivery of special tools, special equipment and HAZMAT.

4.2.9.3. Checks that operational packages are being assembled 10 days prior to RDD; delivered to FSA two days prior to RDD; and are 100 percent complete.

4.2.9.4. Processes serviceable and reparable turn-ins.

4.2.9.5. Notifies ALS of parts availability at tail team meeting.

4.2.9.6. Notifies RIM of materiel backorder shortfalls.

4.2.9.7. Orders materiel. After completion of work, by operations, the FLS:

4.2.9.7.1. Reconciles outstanding backorders.

4.2.9.7.2. Cancels creditable backorders.

4.2.9.7.3. Coordinates turn-ins of unused materiel.

4.2.9.7.4. Reconciles supply and CANN records.

4.2.10. Materiel Storage and Distribution (MS&D) Chief:

4.2.10.1. Responsible for movement and tracking of all materiel to the production floor per the aircraft schedule.

4.2.10.2. Manages operational packaging function (built per tail number).

4.2.10.3. Manages dispatch/movement of items to all back shops.

4.2.10.4. Manages turn-in of all WSSC materiel to DLA, DRMO, and other areas.

4.2.11. Tool & Parts Attendant:

4.2.11.1. Maintains Minimum-Maximum Bench Stock Levels.

4.2.11.2. Issues Operation Packages, Modification Kits, Bench Stock items, and Special Tools.

4.2.11.3. Processes turn-ins and kit residue.

4.2.11.4. Posts PDMSS order, issue and turn-in transactions.

4.2.12. Workload Supportability Chief:

4.2.12.1. Responsible for planning aircraft depot workloads.

4.2.12.2. Manages out-year production planning.

4.2.12.3. Provides oversight and direction for methods, materiel, engineering studies, and developing operating procedures.

4.2.12.4. Manages current production planning and sequencing of operations.

4.2.13. Industrial Engineering Technician (Planner):

4.2.13.1. The Fixer’s liaison to the SPO for PDM/UDLM “price-out” estimates and Modification kit-proofing.

4.2.13.2. Builds work packages for major jobs by tasks and resources by type of equipment, materiel, skills and facilities.

4.2.13.3. Refines Mission Design Series critical path in PDMSS.

4.2.13.4. Custodian for List of Materiel by operation accuracy to the Fixer.

4.2.13.5. Participates in joint Pre-Dock, In-Dock, Post-Dock and, as needed, “tail team” meetings.

4.2.13.6. Activities in support of opening and closing JONs.

4.2.13.7. Responds to FLS demand for unpredictable materiel.

4.2.14. Schedule Execution Chief:

4.2.14.1. Ensures consistent scheduling support for aircraft repair and services support programs.

4.2.14.2. Ensures ALS support for Tail Teams.

4.2.15. Aircraft Logistics Specialist (ALS):

4.2.15.1. Assists master scheduler in conduct of Pre-induction Conference.

4.2.15.2. Joins aircraft upon arrival; accompanies through Post-Dock.

4.2.15.3. Orchestrates the tail team "ten day" supportability review.

4.2.15.4. Validates resource availability IAW operation starts date.

4.2.15.5. Resolves Unpredictable Requirements (discrepancy reports, NDI, E&I, mechanic "stumble-ons", and functional test).

4.2.15.6. Opens and closes JON.

4.2.15.7. Orchestrates process routes for repair, paint etc.

4.2.15.8. Processes engineering requests and cannibalization requests.

4.2.15.9. Issues supportable work control documents.

4.2.15.10. Takes production count.

4.2.15.11. Triggers schedule changes; proposes updates to List of Materiel.

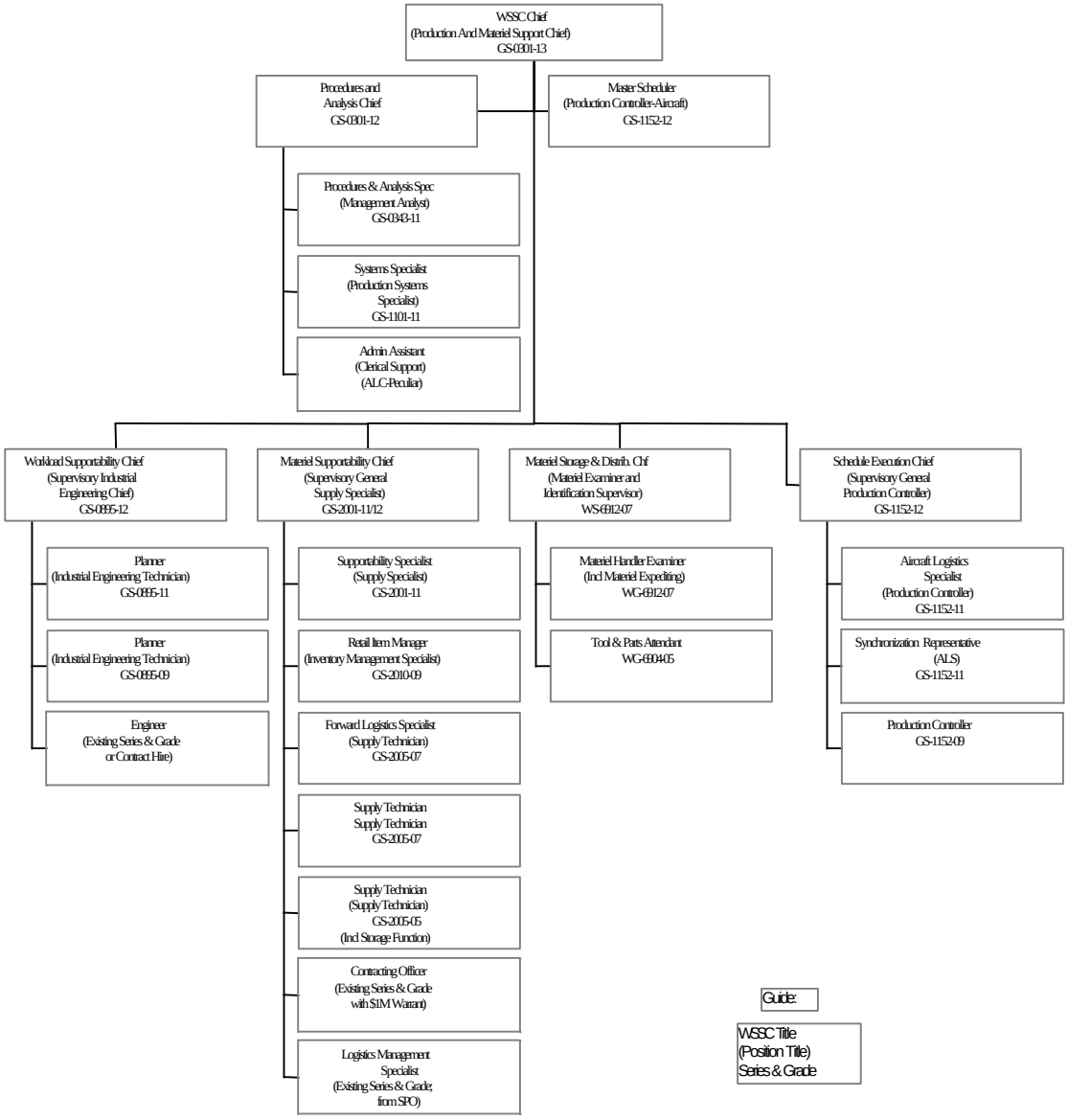
4.2.15.12. Provides weekly fixer meeting information to management.

4.2.15.13. Inputs approved and funded unpredicatable (over and above) work into the scheduling system (G037E/G097).

4.3. Matrixed Positions: The Logistics Management Specialist, Engineer, and Contracting Officer (with a $1M warrant) positions within the WSSC may be matrixed to or contracted by the WSSC to perform tasks/duties in accordance with a particular Statement of Work or ALC-specific position description.

4.4. Standard WSSC Position Titles, Series And Grade: Illustrated on the next page are the standard position titles with the respective series and grade for each. There are depicted within the appropriate standard organizational subdivisions of the production fixer's WSSC.

Figure 4.1. Weapon System Support Center (WSSC) Organization Positions.



Chapter 5

AIRCRAFT REPAIR PROGRAM MANAGEMENT SYSTEMS

5.1. Aircraft Repair Data and Information System Requirements:

5.1.1. In order to minimize duplication and maximize the utility of shared data in legacy systems, the Executive Steering Committee sought to achieve the highest degree of process standardization possible, such that the utility of the standard data systems fielded to support aircraft repair was optimized across all Aircraft Logistics Centers.

5.1.2. The "Industrial Support to Aircraft Repair" process defines data and information system requirements for each activity within the process. Data from any relevant legacy source must be accessed, read, and manipulated so that the data product is delivered in a process-relevant format and user-friendly format. Interfaces between legacy systems must be integrated with the program management/scheduling system. Shared data base systems are crucial to the efficiency of support to flexible aircraft repair. Agile logistics concepts cannot be fully realized without systems that support synchronized resource flow to the aircraft schedule for totally integrated repair support. Future changes to the process and subsequent system requirements are controlled by a formalized "Process Change Request" submitted through an LGN representative at each ALC to HQ AFMC/LGN for coordinated approval. When HQ AFMC/LGN coordinates with the ALCs, the ALC representative must seek approval with their PWG member and weapon system fixer before responding to AFMC.

5.1.3. The Process Working Group (PWG), composed of representatives from the aircraft divisions at ALCs and from AFMC headquarters, identified process requirements for the primary scheduling system and requirements for interfaces to legacy systems containing specific information or data. During the PWG deliberations, the members captured functional and process activities while streamlining the process. Within the process and each activity description therein, the systems and information required during the performance of each activity were listed and prioritized, and are included within Attachment 4. All aircraft repair related systems are listed in Attachment 5.

5.1.4. The Systems Working Group (SWG) is composed of representatives from the aircraft divisions at the ALCs, and from HQ AFMC. The SWG is responsible for implementing functional and process requirements into improvements to the scheduling system and for interfaces with and between refreshed legacy systems. Responsibility for baselining the scheduling system, establishing parameters for standard and shared databases, evaluating Commercial Off-the-shelf Software (COTS), Government Off-the-shelf Software (GOTS), and maintaining configuration control of all approved changes to existing data systems resides at HQ AFMC/MSG.

5.2. Aircraft PDM/UDLM/Mod Scheduling System - Central Interface to Legacy Systems: The aircraft production schedule will be planned and executed in the central system. The scheduling system arrays operational tasks in sequence and by dependency, contains operations without dependency placed during non-constraint periods within the schedule, and allocates disparate resources to the operation start dates within an overall production network. The scheduling system interfaces with existing legacy data systems, wherein the relevant data for materiel and resource allocation resides. Select systems are identified as a "Standard Program Management Suite" for aircraft depot maintenance (Figure 5.5).

5.3. Programmed Depot Maintenance Scheduling System G097: Programmed Depot Maintenance Scheduling System (PDMSS, DSD G097) is the depot "central" information system for aircraft. It is the standard Air Force migration program management system for working aircraft repair to schedule.

5.3.1. Description: PDMSS (G097) is a standard system, baselined in June 1998. Changes are made through the standard HQ AFMC Process Change Request procedure. G097 interfaces with G037E (Mission, Design, and Series (MDS)/Project Workload Planning System) and G004L (Job Order Production Master System). These systems are part of the AFMC suite of standard data systems. The ALCs use G037E to plan project work. G004L is fed data by G037E and G097, and is used to further plan and track project work, modifications and unpredictable work packages. Data from G037E and G004L are combined with PDMSS data to construct a network. Once work is listed by task/operation and resources are identified by work package in G097, it will be used to plan materiel, track schedules, estimate project completion, etc. G097 supports the DoD aircraft repair functional area via planning, execution, and control of PDM, Modification and UDLM work packages by using disciplined procedures and automated tools. PDMSS supports the following Defense Depot Maintenance Council Joint Policy Coordinating Group-Depot Maintenance (JPCG-DM) requirements:

5.3.1.1. Work flow scheduling.

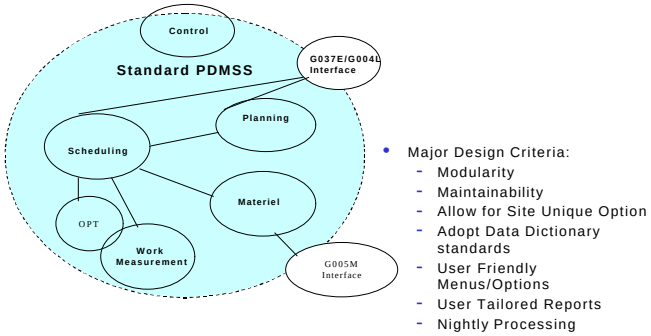
5.3.1.2. Resource allocation optimization.

5.3.1.3. Capacity and labor management.

5.3.1.4. Performance measurement visibility.

5.3.2. Functionality: The heart of this scheduling system is the Critical Path Network. The network is the work plan by operation for each aircraft tail number and by weapon system MDS. All resources (parts, tools, skills, equipment, etc) are tied to the network. All reports are based on network activities. The network schedule facilitates optimal resource allocation, capacity planning and labor utilization in accordance with operation start dates. The standard PDMSS includes Control, Schedule Execution, Project Planning, Work Measurement and Materiel Modules.

Figure 5.1. Standard PDMSS.



5.3.2.1. Functions within the Project Planning Module are:

5.3.2.1.1. Maintain Product Information.

5.3.2.1.2. Create Product Networks.

5.3.2.1.3. Baseline Product Network.

5.3.2.1.4. Customize Product Network.

5.3.2.1.5. Archive Completed Products.

5.3.2.2. Functions within the Schedule Execution Module are:

5.3.2.2.1. Track and Monitor Production Status.

5.3.2.2.2. Calculate Completion Date.

5.3.2.2.3. Count Production in Legacy System.

5.3.2.2.4. Track Late Operations and High Interest Items.

5.3.2.2.5. Maintain Real-time Status of Product Operations.

5.3.2.2.6. Update Networks by Major Jobs Nightly.

5.3.2.3. Functions within the Materiel Management Module are:

5.3.2.3.1. Track Materiel Used in Multiple Products (PDM/UDLM/Modifications).

5.3.2.3.2. Determine Required Delivery Date (Start of operation).

5.3.2.3.3. Control Materiel Ordering and Storage.

5.3.2.3.4. Track Direct (ERRC-T, reparables and “Other”) and Indirect Materiel.

5.3.2.3.5. Archive Completed Projects.

5.3.2.4. Functions within the Work Measurement Documentation Module are:

5.3.2.4.1. Track Actual Labor Hours.

5.3.2.4.2. Track Direct and Indirect Labor.

5.3.2.4.3. Evaluate Standard Operation Work Hours (against actual hours).

5.3.2.4.4. Track Trends by Operation.

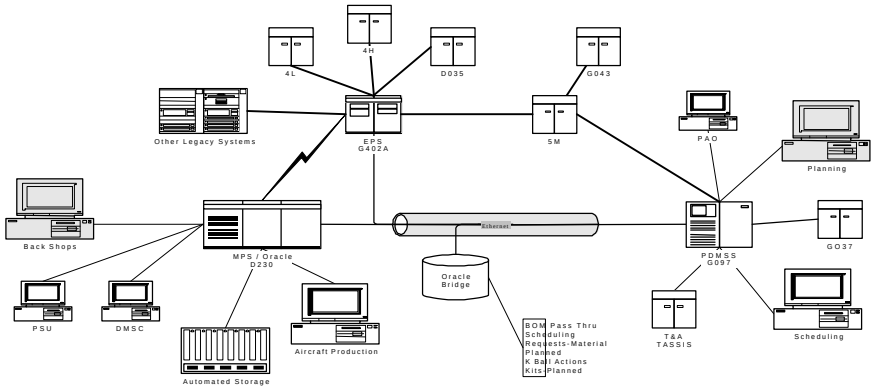
5.3.2.4.5. Track Skill by Major Job.

5.3.2.5. The Control Module controls access and utility protocols within PDMSS. Within the Reports Module, each ALC is able to tailor meaningful reports to their own production measures. See "G097 PDMSS User's Manual Draft 2.0" dated 24 March 1997 and "G097 PDMSS Design Document," dated 18 February 1998.

5.4. Materiel Processing System D230: The Materiel Processing System (MPS), provides central control for requesting materiel and interface with G402A.

5.4.1. Description: MPS interfaces legacy data systems that process and archive materiel request data, and relates the requested materiel back to specific operations within the program depot management scheduling system (PDMSS). MPS resides on an ORACLE platform with an Ethernet interface between G097 (PDMSS) & MPS and real-time interface to G402A (EPS). G402A is tied to G005M & D043A to provide automatic NSN look-up capability. MPS presents a single-screen interface to the user.

Figure 5.2. Material Processing System (D230) Schema.



5.4.2. Functionality - Elements and Operation:

5.4.2.1. Line order processing stations provide production personnel the ability to request unpredictable materiel from their respective work areas. A mechanic inputs the same information required on the Standard 95 Material Request Form beginning with part number, and in absolute real-time the request is processed for immediate response. Requested materiel status is provided back to the mechanic immediately with updates as necessary. All materiel ordered against an end item, such as an aircraft, is automatically logged onto an MPS tracking file. Information on requested materiel can be readily obtained via the MPS “Interrogate” screen. Kits/Packages can also be requested as a function of MPS stations, with the same feedback response to the mechanic. Four MPS screens are available to production and WSSC personnel to provide maximum utility within the production areas.

5.4.2.2. Interface to EPS/G402A. This interface provides real-time processing of information required by EPS and MPS to facilitate immediate materiel orders, issues and subsequent status code updates. The MPS/EPS interface has been specifically designed to render total compatibility and enhance functional materiel control operations and procedures. Additionally, information stored in EPS or other interfaced systems is readily available for accurate disposition of ordered materiel.

5.4.2.3. Feedback loop between production materiel ordering and WSSC materiel planning processes. When requested materiel is either unplanned, requires special purchase approval by production, or involves other exceptional factors. MPS alerts the materiel planning element in the WSSC by way of a printed message. The Planner reviews the exception data, and determines what course of action is appropriate. In the case of special purchase approvals that require PAO

approval that are identified to the WSSC as a result of an EPS edit, they are routed to PAO production personnel for review and final approval. The determined course of action is then routed back to the WSSC for disposition. This element of MPS provides vital real-time communication connectivity for rapid materiel problem resolution between WSSC, Production, and PAO personnel.

5.4.3. Features:

5.4.3.1. MPS system capabilities include the following:

5.4.3.1.1. Materiel Requesting: The mechanic enters part number, aircraft tail number, and operation number. Selection options include a pick-list, kit, or individual order. MPS employs an automatic NSN look-up feature, and queries the database to determine if the item has already been ordered. The mechanic enters Technical Order figure and index information if materiel research is required. Requests require user password for verification. If the requested item is DIFM, MPS requests the part number of the turn-in item. Materiel order utilities include:

5.4.3.1.2. Input New Request.

5.4.3.1.3. Interrogate Outstanding Request.

5.4.3.1.4. Interrogate All Request.

5.4.3.1.5. Request from Pick List.

5.4.3.1.6. PSU Interface.

5.4.3.1.7. Informational Entries.

5.4.3.1.8. Document number look-up.

5.4.3.1.9. Fix/Review Problem Orders.

5.4.3.1.10. Kits.

5.4.3.1.11. Utilities.

5.4.3.1.12. If ordered materiel is not planned on the LOM against that operation, or if the quantity ordered exceeds the quantity planned in the LOM, the order is automatically sent to planning. MPS shows what has already been ordered, and by whom.

5.4.3.1.13. If the materiel is not planned against the operation against which the mechanic has ordered it, planning conducts research to determine if the materiel should be added to the LOM, or if it should be ordered against a different operation number.

5.4.3.1.14. Problem items are “flagged” by MPS. MPS requires Planner verification of materiel orders for items that are not, or that exceed LOM. The WSSC corrects orders with incorrect NSNs.

5.4.3.1.15. Materiel issues are processed in real-time automatically. MPS shows real-time D035K status code of orders. MPS archives all ordered materiel against an aircraft tail number.

5.4.3.1.16. Tracking DIFM/DOTM: MPS has a “trouble screen” for delinquent items.

5.4.3.1.17. Items can be pre-positioned using MPS, but are based upon mechanic demand (not the PDMSS schedule). The only materiel ordered prior to induction are (TCTO) Kits.

5.4.3.1.18. All MPS maintenance of the BOM will be done in the PDMSS Materiel Module. At the Fixer's option, the process can be tailored such that the mechanic can order either through PDMSS, or an MPS screen.

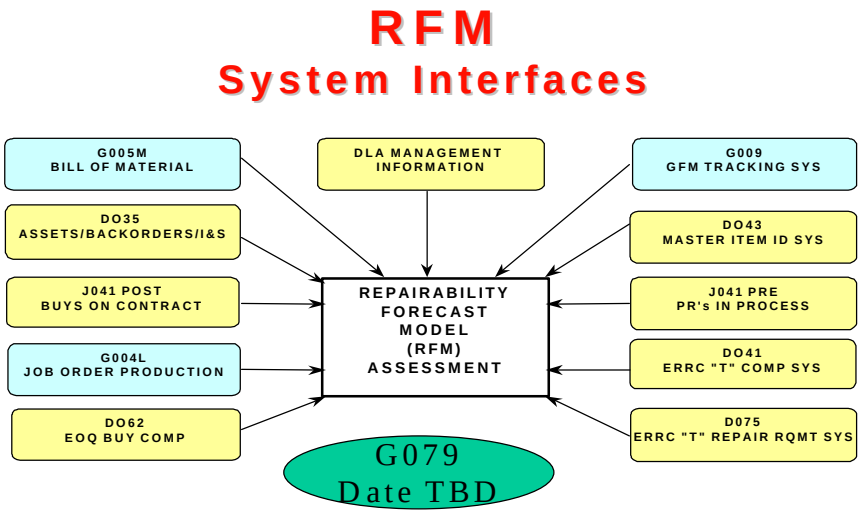
5.4.3.1.19. WSSC supply researches items with incomplete or obsolete data. An interface to provide G019C and G005M data to G097 will be necessary for MPS data to be used to establish levels n D035K.

5.4.3.1.20. In summary, MPS provides real-time processing and automation control to accomplish accurate and expeditious flow of materiel required for end-item production work. MPS interfaces provide essential interacting control and coordination necessary for accurate materiel support of depot aircraft production.

5.5. Reparability Forecast Model D357:

- The Reparability Forecast Model (RFM) allows prime item managers the ability to project supportability shortfalls of ERRC-coded "T, P or N" items used in the repair and overhaul of major end items. RFM is an online mathematical analysis tool that uses information from various AFMC logistics management systems to project parts support. It receives data from D035, J041POST, J041PRE, G004L, D043, G009, G005M, information file from DLA, D062, D041, D200F, and D075. See figure 5.3.
- RFM provides end-item supportability analysis by analyzing individual BOM components and then provides multiple options to tailor supportability assessments. The assessments include DLA assets, specific sources of supply, ERRC codes, beginning and ending dates, and choice of three different replacement factors. RFM computes the required component quantity by multiplying the replacement factor by the MISTR drive (or Aircraft System). It then compares the requirement to availability to determine supportability. RFM can project supportability for 16 quarters, by selecting preferred dates. When multiple production numbers use the same item, RFM calculates a pro rata share for each production number based on the computed requirements and then assigns the pro rata share to each item prior to support assessment. RFM has a what-if capability that allows the user to change on-hand assets, delivery schedule and replacement factor and then recalculate the support position. RFM requires a clean BOM for each MDS. It uses G005M and the API for its BOM.
- RFM is written in COBOL, runs on IBM ES9021 mainframe, and has a FOCUS database manager. RFM pulls data from legacy systems via flat files or monthly tape feeds. RFM is paramount for use in the two-year, one-year and three-month "Supportability Reviews" required within the aircraft repair support process.

Figure 5.3. Reparability Forecast Model.



5.5.1. Functionality: RFM consolidates and reformats data to provide the following functionality:

5.5.1.1. RFM subtracts projected field demands prior to assessing items available for depot repair.

5.5.1.2. For items common to more than one end-item, RFM multiplies those items by a factor equal to the percentage consumed by the end item being assessed.

5.5.1.3. For unsupportable items, RFM sorts them by NSN or Item Manager.

5.5.1.4. The RFM compiled database is essentially a “Critical Item Worksheet”.

5.5.1.5. Users can add Acquisition Advice Codes.

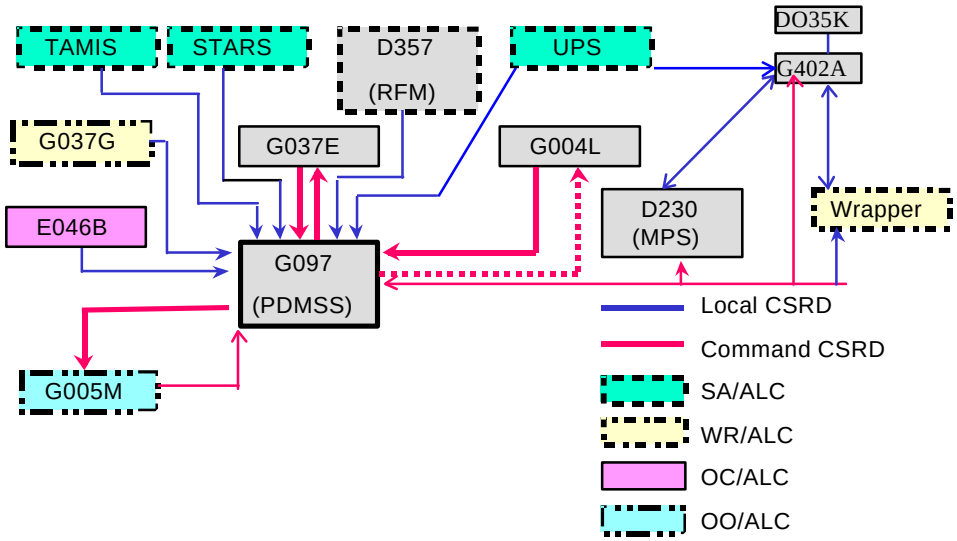
5.5.1.6. Users can check MISTR drive, delivery schedule etc.

5.5.1.7. Worksheet will show contract delivery dates.

5.6. Legacy System Interfaces:

5.6.1. Aircraft repair support data system integration can be effected via either HQ AFMC approved Command, Control, Communications and Computers Requirements Documents (C4RDs), or external PC applications e.g. “middleware”. An overview of the scheduling system, PDMSS, and some of its existing interfaces at the Air Logistics Centers follows.

Figure 5.4. PDMSS (G097) Interfaces for Aircraft Repair Support.



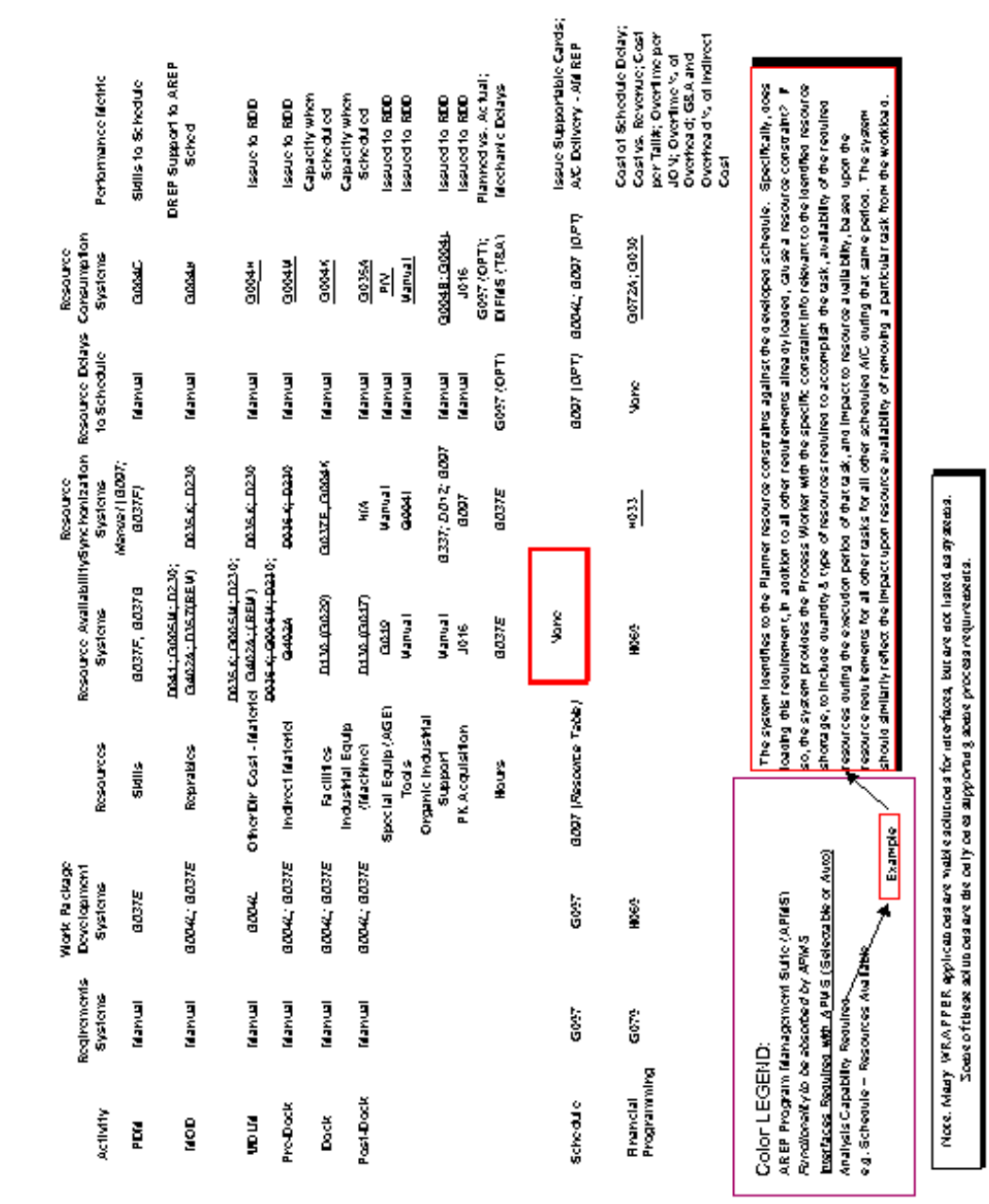
5.6.2. In cases where data integration is intended strictly to satisfy a local requirement, or when the requirement is more urgent than can be supported by the timetable associated with the standard CSRD process, individual centers have successfully implemented external PC applications to effect local interface of legacy system data. Such PC-based applications do not alter legacy system source code; the application would "read" data from one system, reformat it as required, input the reformatted data into a different legacy system, record the result, and present it as a process-relevant product/report. The external PC application has the advantage of offering the user a high degree of flexibility in both data manipulation and report formats, without the need to change existing legacy system source code. This is especially relevant when considering the unique support requirements of different weapons systems. Potential and prototype PC-based interface applications are discussed below.

5.6.3. Application "Wrappers" were selected as the technology enabler best suited for interfacing with required legacy systems identified in Attachment 5. Application wrapping is an accepted software strategy that facilitates the development of client server applications where essential functional data resides in select fields within existing legacy systems.

5.7. Standard Program Management Suite: The standard program management suite (SPMS) is depicted in figure 5.5. Within the industrial support to aircraft repair process, G097 is the central hub of systemic congruence. Essential to that system is the aircraft schedule or network, which identifies the timeframe within which production work is to be done for all operations within the work package. Against that schedule, all resources are planned and then executed. The SPMS matrix identifies existing legacy systems or proposed functional requirements, which must be interfaced as effective tools for the process worker. The SPMS matrix is arrayed by PDM, Modifications, UDLM, and Unpredictable (discovered during Pre-dock, Dock, and Post-dock) work requirements, schedule, and financial programming arrayed against the following functionality:

- Work package development.
- Types of Resources, Resource Consumption and Synchronization.
- Performance metric.

Figure 5.5. Standard Program Management Suite Matrix.



Chapter 6

RESULTS FOCUSED MEASUREMENT AND METRICS

6.1. Results Measurement: Measuring results is essential. Measurements must show how well the enterprise is doing. Goals established by the command include streamlined repair schedule, reduction of aircraft flow days, reduction of inventory stock, reduction of indirect costs, and maintaining quality of maintenance. In the aircraft environment, a completed PDM/MOD/UDLM is the product; the service is how well industrial support is provided to aircraft production. Therefore metrics must address the following:

6.1.1. Industrial Support to Aircraft Production (Process adherence).

6.1.1.1. Who does what?

6.1.1.2. With what materiel, equipment and systems?

6.1.2. Product.

6.1.2.1. In what time?

6.1.2.2. At what cost?

6.1.2.3. With what quality?

6.2. Industrial Support To Aircraft Production. The subsequent paragraphs provide a criterion-referenced audit checklist for process adherence. If all exit criteria are met, the aircraft repair support process is complied with. This checklist (Attachment 6) is driven by the process, complies with ISO 9001, and contains “exit criteria” for each of the following numbered and described objectives.

6.2.1. Streamline Industrial Support Process for Aircraft Repair. The standard Industrial Support to Aircraft Repair Process was built from the shop floor up, integrates all supporting activities and extends from initial requirements received from the System Program Office through an aircraft’s departure for home station.

6.2.2. Improve Visibility of, and Plan for, Requirements.

6.2.2.1. Identify task requirements by work package PDM, modifications, UDLM and unpredictables (requirements identified during Pre Dock, Dock and Post-Dock). Integrate all requirements into a schedule by MDS.

6.2.2.2. LOM requirements by work package are developed in the Materiel Module of the Scheduling System. The Materiel Module of Scheduling System automatically updates G005M for an accurate BOM by MDS. Accordingly, materiel requirements are captured in work package-driven BOM in G005M.

6.2.3. Synchronize Resources to Aircraft Schedule and Operation Start Date.

6.2.3.1. The initial aircraft schedule is the fiscal year induction plan by aircraft weapon system for the number of programmed PDM and modification aircraft by MDS. Additionally, the historical average of unprogrammed aircraft inductions is added and aircraft placed within the year. Dependent upon the work package, the number of work hours required and skills available are identified and placed against each of the arrayed aircraft. Carry in and carry out hours are identified by type of work.

6.2.3.1.1. From the fiscal year planned schedule, the aircraft repair schedule is built by major jobs to the operation level of detail by MDS. Critical operations identified by sequence dependency, when sequenced, form the critical path. Parallel (non-dependent and not critical) operations are then placed within the aircraft schedule so as to preclude facility, skill or resource constraints to the critical operations. When all operations are arrayed into the aircraft schedule, an MDS "network" exists.

6.2.3.1.2. From the MDS network, a tail number specific schedule/network is created with respective operation additions and deletions. This tail specific network is the core network within the scheduling system, against which the aircraft repair program is managed and toward which resources are synchronized by operation start date. This aircraft network is visible and shared with all process workers.

6.2.3.2. Production works to operation schedule in rolling ten-day (two workweeks) windows. ALS only issues to first line supervisor cards, which are supportable during that ten-day window. Supportable operations are is determined during the Tail team review.

6.2.3.3. Synchronize support resources by type to scheduled operation start date.

6.2.3.4. Procedures and Analysis Office captures materiel delays to the mechanic at the tail of the aircraft.

6.2.4. Conduct Periodic "Forward Look" Supportability Reviews.

6.2.4.1. Supportability reviews are conducted biennially, annually, quarterly, monthly and biweekly to validate resource availability for scheduled operation start dates. Additionally, a review is conducted incident to receipt of UDLM requirement from the SPO. The intent of these reviews is to proactively assure resource availability in advance.

6.2.5. Consolidate Logistics Support Functions in Weapon System Support Center (WSSC) Organization and Forward Support Area (FSA).

6.2.5.1. Consolidate logistics support functions in WSSC.

6.2.5.2. Necessary infrastructure support includes facility, equipment, materiel, and systems connectivity in the WSSC and all FSAs.

6.2.6. Standardize a Program Management Scheduling System with Interfaces to Required Legacy Systems.

6.2.6.1. Develop an automated standard scheduling system with materiel, planning and operational performance tracking modules capable of optimizing all resources against operation-level schedule by tail number for PDM, Mod, and UDLM work packages.

6.2.6.2. Provide necessary interfaces between standard scheduling system (G097) and legacy systems. Specific data required from specific systems are identified in, and mapped from, process activities. (See last page diagram in Chapter Five, Aircraft Repair Program Management Systems.)

6.2.6.3. Where the process activity requires manually-intensive, repetitive, mundane, error-prone and data-comparing tasks, state of the art decision support technology enablers (e.g. wrapper) are applied.

6.2.7. Establish Activity–Based Performance Metrics for Cost, Schedule and Quality.

6.2.7.1. Know how well we are deploying IAW paragraphs one through six in Annex E.

6.2.7.2. Reduce costs.

6.2.7.3. Comply with aircraft schedule at the operations-level.

6.2.7.4. Eliminate all major quality defects and reduce minor quality defects reported from MAJCOM. Reduce discrepancies and rework in post-dock. Record materiel defects and shortages.

6.2.7.5. Conduct competitive aircraft repair. Evaluate revenue rates and actual costs. Generate new revenue through "freeing-up" available capacity, so as to provide the potential for receiving additional workload.

6.3. Product Metrics: The following metrics are identified for use by the Air Logistics Centers to measure cost, schedule, and quality. Separate directives will be issued specifying which metrics will be reported to Headquarters, AFMC/LGP monthly.

6.3.1. Net Operating Results. Revenue minus Cost (from RCS: MTC-FM (M) 7118 report).

6.3.2. Cost Per Tail Number. This will be reported for each tail number produced during the month and as an MDS average.

6.3.3. Due Date Performance. This will be reported for each tail number produced during the month. It will be measured against AMREP scheduled output date, as adjusted at the end of the initial assessment period in Pre-Dock described in AFMCI 21-118.

6.3.4. Flow Days. Flow days start on the scheduled input date or aircraft arrival date, whichever is later. Flow days stop upon completion of all project required maintenance actions.

6.3.5. Aircraft Inventory on Base. Total aircraft on base (at the depot), by Mission and Design, as of the last day the month.

6.3.6. Customer-reported Quality Defects. Total defects received and defects accepted will both be reported. Defects accepted is the total number of Critical and Major Defects attributable to workmanship or technical order compliance found up to 60 days after the customer's Initial Acceptance Inspection (IAI) as reported in G021. This will be reported by aircraft tail number and as a rate.

6.3.7. Functional Check Flight (FCF) Deficiencies. Total number of Critical and Major discrepancies within the scope of work performed at the depot which are documented in the AFTO Form 781A after functional check flight. This will be reported by aircraft tail number and as a rate.

6.3.8. Aircraft inducted but Unfunded by SPO.

6.3.9. Non Stock Listed items (other than "LM") in work package.

6.3.10. Total number of cannibalization and total number of NSNs cannibalized.

6.3.11. Commodity Support. For reparables the number of times that negotiated delivery date is not met.

THOMAS W. BATTERMAN, Deputy Director
Directorate of Logistics

Attachment 1

GLOSSARY OF ABBREVIATIONS AND ACRONYMS

Abbreviations and Acronyms

AAC—Acquisition Advice Code e.g. “F” for Local Manufacture of non-stocked items; “L” for Local Purchase of non-stocked items

A/C—Aircraft

ACI—Analytical Condition Inspection (SPO Engineering Requirement)

ALC—Air Logistics Center (OC, OO, WR)

ALS—Aircraft Logistics Specialist

AMARC—Aerospace Maintenance and Regeneration Center

AMREP—Aircraft and Missile Maintenance Production/Compression Report (DSD A030D) IAW AFMCI 21-118 used as an aircraft output date.

API—Applicable Parts Indentures

AREP—Aircraft Repair Enhancement Program

AWM—Awaiting Materiel

AWP—Awaiting Parts

BCAS—Base Contract Automation System

BCR—Bar Code Readers

BDO—Blanket Delivery Order

BOA—Basic Ordering Agreement

BOM—Bill of Materiel, G005M

BPA—Blanket Purchase Agreement

CAP—Contractor Acquired Property/Part

CBT—Computer Based Training

CDD—Contract Delivery Date

COD—Cost of Operations Division (replaced by MSD-Operations Support)

CPAS—Central Procurement Accounting System, H103

CREP—Contract Repair Enhancement Program

CRI—Consolidated Reparable Inventory

CRIITS—Centralized Routed Items Inventory Tracking System

CSI—Consolidated Serviceable Inventory

DI—Due In

DIFM—Due In From Maintenance

DIOH—Due In From Overhaul

DLA—Defense Logistics Agency

DMAG—Depot Maintenance Activity Group

DO—Due Out

DOTM—Due Out To Maintenance

DPAH—Direct Product Actual Hours

DPEH—Direct Product Earned Hours

DPEM—Depot Purchased Equipment Maintenance

DPSH—Direct Product Standard Hours

DREP—Depot Repair Enhancement Program

DRMO—Defense Reutilization Marketing Office

DRMS—Defense Reutilization Marketing Service

ECD—Estimated Completion Date

ECS—ERRC-T Consumption System, D041

EDD—Estimated Delivery Date

EEIC—Element of Expense Investment Cost

EPS—Exchangeable Production System, G402A

ERRC—Expendability, Recoverability, Reparability Category Code

ERRS—ERRC-TRepair Requirements System, D073

ESD—Estimated Shipping Date

FCRN—Fund Classification Reference Number

FEDLOG—Federal Logistics Data (on CD)

FIABS—Financial Inventory and Accounting Billing System, D035J

FLS—Forward Logistics Specialist

FMS—Foreign Military Sales

FOM—Facilitate Other Maintenance

FSA—Forward Support Area

FYDP—Future Years Defense Program

GFE—Government Furnished Equipment

GFM—Government Furnished Materiel

GSD—General Support Division

ILS—Inventory Locator System (a Commercial Off The Shelf (COTS) system used to identify excess/ surplus materiel)

IM—Item Manager

IMPAC—International Merchant Purchase Authorization Card

IO—Industrial Operations

ITN—Inventory Tracking Number

ITS—Inventory Tracking System, G337

JON—Job Order Number

LAN—Local Area Network

LL—Lean Logistics

LLT—Long Lead Time

LOM—List of Materiel (in G097, PDMSS Materiel Module by generic MDS)

MBR—Master Balance Record

MDR—Materiel Deficiency Report

MDS—Mission Design Series

MIC—Maintenance Inventory Control (replaced as an organization by DMSC and then by the WSSC).

MISTR—Management of Items Subject to Repair

MIPR—Military Interdepartmental Purchase Request

MPS—Materiel Processing System, D230

MRL—Materiel Requirements List

MRRB—Maintenance Requirements Review Board

MRT—Maintenance Review Team (Chaired by Planner; Validates unpredictable requirements by hours with scope and cost)

MS&D—Materiel Storage & Distribution

MSD—Materiel Support Division (type of funds)

NPR—Non-Project Related

NSL—Non-Stock Listed

NSN—National Stock Number

OBAN—Operating Budget Activity Number

OC—Oklahoma City, Oklahoma (as in OC-ALC)

OCBB—Operating Cost-Based Budget, G035A

OH—Overhaul

OO—Ogden, Utah (as in OO-ALC)

OPT—Operational Performance Tracking (G097 module to track hours)

PAC—Production Acceptance Certification

PAO—Program Administration Office

PCN—Program Control Number (Master Control in G072E; manual input to G004B; into G336 for MISTR)

PDM—Programmed Depot Maintenance

PDMSS—Programmed Depot Maintenance Scheduling System, G097

PIM—Prime Item Manager

PLA—Planned Labor Application

PMEL—Precision Measurement Equipment Laboratory

PMT—Production Materiel Technician

POSYS—General Ledger System, G072A (To be replaced by DIFMS)

PO/R—Purchase Order / Request

PSI—Production Serviceable Inventory

QDR—Quality Deficiency Report

RCC—Resource Control Center

RDB—Requirements Data Base

RDD—Required Delivery Date

RFM—Reparability Forecast Model, D357

RGC—Repair Group Category

RIM—RIM

ROD—Report of Discrepancy

RSD—Reparable Support Division (& type of funds; being replaced by MSD)

SAI—Serviceable Aircraft Inventory (also, colloquial: Safe-As-Is)

SBSS—Standard Base Supply System, D002A

SC&D—Stock Control and Distribution, D035

SLMC—Senior Leaders Materiel Course (Lean Logistics by CC, AFMC)

SMAG—Supply Management Activity Group

SMR—Source of Manufacturing and Repair

SNUD—Stock Number User Directory, D071

SOR—Source of Repair

SOS—Source of Supply

SOW—Statement of Work

SPD—System Product Directorate

SPO—System Program Office

SRD—Standard Reporting Designator

SSC—Shop Service Center (within DREP for Commodities)

STARS—Storage and Recovery System (Routing)

TAMIS—Task Assignment and Management Information System

TCTO—Time Compliance Technical Order

TLOM—Tail Number List of Materiel (in G097, Materiel Module)

TNB—Tail Number Bin

UPA—Units Per Assembly

UDLM—Unprogrammed Depot Level Maintenance

UPS—Unpredictable Process System

WCD—Work Control Document (usually AFMC 173)

WID—Weapon Identification

WIP—Work In Process

WR—Warner Robins, Georgia (as in WR-ALC)

WSSC—Weapon System Support Center

WUC—Work Unit Code

Attachment 2

CODES

Routing Identifier Codes for ICPs:

Air Force Air Logistics Centers:		DLA Sites:	
FFZ	Sacramento, CA.	S9C	Columbus, OH.
FGZ	Ogden, UT.	S9E	Dayton, OH.
FHZ	Oklahoma City, OK.	S9G	Richmond, VA.
FLZ	Warner Robins, GA.	S9I	Philadelphia, PA.
FPZ	San Antonio, TX.		

Supply Status Codes:

BA	Processed for release and shipment
BB	Backorder to Source of Supply
BC	Back ordered; long delay expected
BD	Delay pending requirements verification
BM	Being moved from within Base to WSSC
CC	Order cancelled
CJ	Item obsolete
FL7S	Item going obsolete
FLN	Stock Number not loaded in DO35K
IM	Issue from MIC

Routing Identifier Codes:

JBB	Local Purchase
JBD	Local Manufacture
JCL	Local Manufacture
JCM	Depot Maintenance

Attachment 3

ACTIVITY HEIRARCHICAL DECOMPOSITION

WORK BREAKDOWN STRUCTURE (WBS)

The Aircraft Repair Enhancement Program WBS activities are numbered such that they conform to the following convention.

Type Activity	WBS #
Work Package Planning & Production Support	1.0 – 19.0
Planned Requirements Identification	1.0, 2.0,7.0
Unpredictable Requirements Identification	12.0
Financial Management Support Activities	21.0 - 29.0
Supply Support Activities	30.0 – 39.0
Supportability Options	37.0
Procedures & Analysis Support Activities	41.0 – 48.0
Supportability Reviews	61.0 – 66.0

The Aircraft Repair Enhancement process activity descriptions that correspond to the WBS activity are listed in Attachment 4.

WBS	Activity Title:
01.00	SPO Engineer develops PDM SOW; Requirements verified
01.01	SPO Engineer defines PDM SOW (Draft Work Spec)
01.02	SPO Pgm Mgr. ensures supportability of SOW Requirements
01.02.01	ES & Engineer develops New Materiel Requirements
01.02.02	ES initiates Stock Listing Action for NSL Items
01.03	The SPO PM forwards the SOW to the WSSC
01.04	Planner estimate man-hours to accomplish SOW (ROM)
01.04.02	Planner computes man-hours required by SOW
01.04.03	Master Scheduler estimates SOW facility requirements
01.04.04	Planner evaluates back-shop capability
01.04.05	Planner estimates SOW special tools and equipment
01.04.06	WSSC returns SOW with man-hours to SPO
01.05	SPO computes price for SOW
01.06	Customer instructs SPO to proceed
01.08	LGP Develops Rates
01.09	Rates submitted to AFMC for Approval
01.10	SPO applies AFMC approved Rates
02.00	SPO Engineer develops MOD; Planner verifies requirements
02.01	SPO Engineer Sends Required Modification to WSSC
02.02	Planner evaluates MOD impact
03.00	AFMC Conducts MRRB at ALC
03.01	ALC conducts dry-run MRRB
03.02	AFMC conducts and approves MRRB
03.03	SPO PM develops work brochure
03.04	Contractual relationship established
04.00	Reconcile similarities between PDM & MOD package
05.00	Planner Develops & Simulates FY Work Package
05.01	SPO Distributes MRRB-Approved Brochure
05.01.01	SPO reviews MRRB Brochure for accuracy
05.01.02	SPO publishes Work Specification/ TCTO
05.01.03	SPO releases completed Work Spec/TCTO to WSSC
05.02	Planner Develops and Master Scheduler Approves FY plan
05.02.01	Planner reviews SPO draft input-output schedule
05.02.02	Planner analyzes Requirements for FY Schedule
05.02.03	Planner Develops & Master Scheduler approves FY Plan
05.03	Planner Validates Resources by Task

05.03.01	Planner develops Equipment Requirements by operation #
05.03.02	Planner develops Materiel Requirements by operation #
05.03.02.01	Planner Review Materiel Rqmnts List (Planned Work)
05.03.02.02	SS reviews materiel critical & chronic histories
05.03.02.03	SPO evaluates LOM updates/recommended changes
05.03.02.04	SPO Equip Spec Prep Mat Rqmnt List for New Work
05.03.02.05	SPO ES determines new work not supportable
05.03.02.06	SPO ES advises SPO of supportability shortfall
05.03.02.07	SPO ES determines new work sprtbl; fwds to Planner
05.03.02.08	SPO responds to support suspense
05.03.02.09	Supportability Specialist verifies SPO remedy
05.03.02.10	Planner makes adjustments to LOM/BOM
05.03.02.11	LGS IDs GSD Funds/MAJCOM (G079; FYDP)
05.03.02.12	SPO IDs Funds/MAJCOM (G079; FYDP)
05.03.03	Planner develops Special Tool requirements by Task
05.03.04	Planner drafts a Planned Labor Application (PLA)
05.03.05	Planner Develops Facility Requirements
05.03.06	Planner integrates T.O.; engineer changes; mech. input
05.04	Planner establishes network & critical path
05.05	Planner develops Control Numbers by Fiscal Year
05.06	Planner develops Master Work Control Document
05.07	Planner simulates resources by Work Packages
05.08	Planner forwards materiel requirements to Supportability Spec
05.09	Supportability Spec IDs materiel rqmnts. for Program funding
05.10	Planner simulates costs by resource requirements
05.11	Planner provides Program fund rqmts by resource category
07.00	SPO Requires UDLM
08.00	Planner Develops UDLM Work Package
08.01	Planner converts 103 into UDLM Work Package
08.02	Planner Validate non-Materiel Resources
08.03	RIM Research Materiel Resource Availability
08.04	Planner develops UDLM Network
08.05	Planner simulates UDLM Work Package
08.06	Planner provides "Price-Out" to SPO
08.07	SPO Coordinates Cost & Schedules A/C ETA
08.08	Planner Assign T-JON to Aircraft
08.09	Planner converts BOM to LOM; Input into G004L
08.10	Planner develops WCD (958, 959, 173)

08.11	Planner issues WCD to ALS
08.12	Master Scheduler integrates UDLM into schedule
09.00	Master Scheduler conduct Pre-Induction Conference
10.00	Planner Establishes and ALS Opens JON
10.01	Planner Verifies PDM Work Package in Scheduling System
10.02	Planner Verifies UDLM Work Package
10.03	Planner verifies MOD work package
10.04	Planner forwards JON info to Workloader for G004L input
10.05	Planner Validates Fixed Price Worksheet
10.06	Planner loads the Work Package into system
10.07	ALS opens JON
11.00	Aircraft Arrives; Start Flow day count; Operation Begins
12.00	Resolve Unpredictable Requirements
12.01	Requirements discovered during Functional Test
12.02	Requirements discovered during Pre-Dock
12.03	Requirements discovered during Dock
12.04	Requirements discovered during Records Review
12.05	Mechanic IDs Low-% Planned Operation to ALS
12.06	ALS "qualifies" low-% operation
12.07	Mechanic initiates WCD for unplanned operation
12.08	Mechanic submit 173 document to ALS
12.09	ALS verify -173 is not pre-planned low-%
12.10	MRT reviews -173 document data
12.11	MRT Approve work as In-Scope (Hours & Funds)
12.12	MRT Request Funding from PAO
12.13	Disapproved discrepancies are archived
12.14	PAO Approves Funds for Above Program Work
12.15	PAO disapproves above program work
12.16	Planner Develops Work Package for Approved Work
12.17	Planner assesses and adjusts the critical path
12.18	ALS "qualifies" the operation in the scheduling system
12.19	Planner forwards materiel requirements to ALS/FLS
12.20	Production Requests Engr. Assistance via -202/-103 (In-Scope)
12.21	Mechanic submits Out Of Scope Engineering Request
12.22	Planner identifies appropriate T.O. repair
12.23	Planner returns request to Mechanic
12.24	Planner reviews and verifies no need for T.O. repair
12.25	Planner forwards -202/-103 to Engineer

12.26	Engineer develops SOW for repair
12.27	Planner assembles package for hours
12.28	Engineer dispositions item as no repair; refers A/C to PAO
12.29	Engineer determines discrepancy is SAI
12.30	Engineer forwards SAI/202 to Planner
12.31	Planner files copy of SAI/202, forwards to ALS/FLS
12.32	ALS attaches to -173, clears discrepancy, and archives
12.33	Engineer determines Local - In Hangar Repair
12.34	Planner requests a 206 authorization from SPO PAO
12.35	ALS submits item for "one of a kind" "shoe tag" repair
12.36	Planner directs ALS to route item for repair
12.37	ALS routes item to Back Shop for repair
12.38	ALS notifies Sync Team to update hot item list
12.39	Planner runs simulations of workload package
12.40	Collect & report to P&A time & cost of schedule delays
12.41	Buyer & Prod Controller Negotiate workload & adjust RSD (G336)
12.42	PAO requests additional funds from Customer
12.43	Planner adjusts Fixed Price Sheet
12.44	PD Budget Analyst approves amended Fixed Price Sheet
12.45	Approver Review & Fwd to Initiator for Amendment
12.46	DCMC evaluates unpredictable requirement for contract repair
13.00	Planner initiates Program Control Number (PCN) if required
13.01	Planner establishes a Control Number (G336)
13.02	SPO Defines Unprogrammed Requirement (206)
13.03	LGP verifies fund availability; Passes to Acceptor
13.04	DMAG Acceptor disapproves - returned to SPO
13.05	DMAG Acceptor OK; Passes 206 to Workloader
13.06	Planner establishes Temp Prod Number (G336)
14.00	Conduct PRE-DOCK Activities IAW Schedule
14.01	Accomplish Pre-dock Records Review
14.01.01	Records Section Inventory Jacket File
14.01.02	Records Personnel Remove AFTO 95
14.01.03	ALS Pick-Up AFTO 95 from Records Section
14.01.04	Records Section Record Engine Data
14.01.05	Records build TCTO list
14.01.06	Record Section Compile list of Open 781 discrepancy
14.01.07	Records build Time Change Item (TCI) list
14.01.08	Records build Time Phased Inspection (TPI) List

14.02	Aircraft Stripped
14.03	Planned "Process Routes" sent to back shop
14.04	Item status monitored and updated
14.05	Turn-In Stripped Planned Exchangeables
14.06	NDIs and E&I inspections initiated
14.0	ID unplanned exchangeable requirement
14.08	ID unplanned back shop repair requirement
14.09	Production Prepare & Certify FOM Items for Storage
14.10	Prod ID & Request Required Materiel for Re-Install
14.11	Item prepared for induction / turn-in
14.12	Mechanic Performs Scheduled Operations
15.00	Conduct DOCK Activities IAW Schedule
15.01	Production accomplish work on aircraft
15.01.01	First-Line Supervisor logs into PDMSS (OPT)
15.01.02	ALS issues supportable cards to the mechanic
15.01.03	Supervisor selects from available, supportable ops
15.01.04	Supervisor assigns employees to operations
15.01.05	Mechanic logs-in w/Badge ID & WCD/Operation #
15.01.06	Mechanic or authorized user "delay-codes" Operation
15.01.07	ALS/Authorized User ends Delay Status of Operation
15.01.08	Mechanic performs ops IAW critical path schedule
15.01.09	Mechanic "completes" operation on OPT
15.01.10	First-Line Super inputs Exception Hours into TASYS
15.02	Mechanic requests bench stock as needed
15.03	Supply Tech issues Bench Stock items to Mechanic
15.04	Supply Tech manages bench stock inventory
15.05	Mechanic turns in residue items to FLS
15.06	Production Division Reconciles Obligations
15.06.01	Production Division Workloader reviews G004B
15.06.02	Production Division Workloader reviews G004L
15.06.03	Prod Div Workloader reviews G336 for Unplanned 206s
15.06.04	Prod Div Budget Analyst reviews G004B&L, G072A
15.07	Mechanic requests materiel
15.08	Mechanic Identify non-Skill Code task to ALS
16.00	Tail Team validates Scheduled Activity completion
16.01	ALS takes production count
16.02	DMAG Incurs Labor & Other Costs
16.02.01	PD Financial Analysts Review Production Data

16.02.02	G037G Updates Actual Hours into G072A
16.02.03	SBSS costs, e.g., Fuels/RSD captured in D002A
16.02.04	Equipment Depreciation captured in G017
16.02.05	Prod Div expend $ to maintain PME & Contract Hrs
16.02.06	Prod Div expend TDY, BOS, and Other Funds
16.02.07	WSSC Purchase items with IMPAC Card
16.02.07.01	Cardholder Purchase Services/Matl w/IMPAC Card
16.02.07.02	DFAS receives and pays Bill electronically
16.02.07.03	DFAS Rebate $ for Early Payment
16.02.07.04	Cardholder receives Billing from Credit Agency
16.02.07.05	Cardholder reconciles Form 616 to Cr Agency Bill
16.02.07.06	Cardholder manually posts purchases on Form 616
16.02.07.07	Cardholder receives Bill from Credit Agency
16.02.07.08	Cardholder manually validates Bill to purchases
16.02.07.09	Cardholder resolves discrepancies with Vendor
16.02.07.10	Cardholder fwds Bill to Users Approving Official
16.02.07.11	Approving Official (AO) disapproves Bill
16.02.07.12	AO Returns bill to Cardholder for resolution
16.02.07.13	Users Approving Official signs (authorizes) bill
16.02.07.14	AO forwards Bills to DFAS for record retention
16.02.07.15	AO forwards Bills to DFAS for payment
16.02.07.16	Hold until all received-Incur Interest Charges
16.02.07.17	DFAS manually reconciles Bills to Cred Agncy Invoice
16.02.07.18	DFAS pays Bill to Credit Agency
16.02.07.19	IMPAC invoice payments recorded in G035A
16.02.08	Prod Div effects misc. services/materiel purchases
16.02.09	Prod Div forwards Forms AFMC 9 a/o AFMC 616 to DFAS
16.02.10	DFAS obligates funds in CPAS/H103
16.02.11	G035A allocates Overhead Costs to JON by RCC
16.02.12	Costs Recorded in G035A
16.02.13	Costs fed to G072A
16.02.14	Cost Accounting records expenses in H069G
16.02.16	FARS Allocates Overhead/Other Costs to JON by RCC
16.02.17	Labor/Production Hours fed to G072A (PDN/RCC level)
16.02.18	PD Budget Analysts review production data
16.03	DMAG Incurs Materiel Cost
16.03.01	DMAG WSSC Materiel rqmts fed to LGS (G402A/D035K)
16.03.02	DMAG $ obligated and costed upon Issue (D035K/J)

16.03.03	Materiel systems (G004H, G072A, G035A) updated
16.03.04	Cost Accounting reconciles D035J and G004H
16.03.05	DMAG $ obligated & part backordered in D035K/J
16.03.06	Obligation to SoS for reimbursement from SMAG
16.03.06.01	Other Sources of Supply fills back order
16.03.06.02	Local Purchase fills back order
16.03.06.03	Local Manufacturing fills back order
16.03.06.04	MSD (RSD/SSD) funds fills back order
16.03.07	Backorder satisfied by Source of Supply (SoS)
16.03.08	RIM cancels backorder in D035K
16.03.09	D035K deobligates DMAG & SMAG Retail Funds
16.04	Mechanic turns-in materiel
16.04.01	Mechanic determines materiel type
16.04	.02Mechanic IDs bench stock status & condition
16.04.03	Mechanic disposes of unserviceable bench stock as scrap
16.04.04	Mechanic turns in serviceable bench stock
16.04.05	Mechanic IDs non-bench stock item status & condition
16.04.06	Mechanic turns in tagged item to FLS
16.04.07	FLS processes unserviceable, reparable items
16.04.08	MH/Ex delivers item to DLA drop-off point
16.04.09	FLS processes unused serviceable items
16.04.10	FLS disposes of other items IAW MOD/TCTO guidance
16.04.11	FLS notify Planner to validate item requirement
16.04.12	MH/Ex deliver credit turn-in to WSSC Materiel Storage
16.04.13	If non-credit, MH/Ex deliver to courtesy (pseudo/Y) storage
16.05	FLS Reconciles Outstanding Back Orders
16.06	FLS cancels creditable back orders
16.07	Planner verifies discrepancy & TCTO completion
16.08	ALS file maintains for CANN (transfer to new JON)
16.09	ALS takes Final Production Count - temporary JON with materiel
16.10	Planner reconciles planned vs. ordered materiel
16.11	G004L Update G019C (Only Applies to MISTR)
16.12	ALS submits documents for completed tasks to Records
16.12.01	Records record open discrepancies in 781
16.12.02	Rec. Sec Updates TCTO, TCI, Engine, & TPI Records
16.12.03	Records Section places AFTO 95 in aircraft file
16.12.04	Records Section puts FCF Forms into 781
17.00	Perform Post-Dock Activities & FCF

17.01	Production perform Post-Dock activities
17.02	Perform Functional Check Flight (FCF)
18.00	ALS Closes JON; Records Archived
18.01	ALS Closes JON
18.02	Records Section compiles Jacket File after FCF
18.03	Records Section archives Aircraft Records
19.00	PDM/UDLM Aircraft Departs for Home Base
19.01	Aircraft Departs for home station
19.02	Customer Conducts Acceptance Inspection
19.03	Customer provides Feedback to Depot
21.00	SPO transfers Mod labor $$ to DMAG for GFM install
22.00	Budget Office consolidates funding requirements; Conducts LSR
22.01	A/C G079 Review - ALC/LGP loads MRRB info into G079
22.02	Conduct Logistics Support Review (LSR) for MAJCOMs
22.02.01	ALC/LGP revises Total $$ Requirement
22.02.02	ALC/LGP posts Review Run to G079
22.02.03	ALC/LGP produces Final LSR Brochure
22.04	ALC/LG loads Software Requirements into G079
22.05	LG computes Storage costs
22.06	LG compute costs for Other Major End Item Support
22.07	LG computes costs for Residual Exchangeables
22.08	LG computes costs Area, Base & Local Manufacture
22.09	G079 Monitor (LGP) inputs A/C PDM Schedule into G079
22.10	G079 Monitor (LGP) inputs DMAG Rates into G079
23.00	Higher Headquarters AREP Funding Process (PB through Budget)
24.00	MAJCOM Allocates funds to ALC/LG
24.01	A/C DPEM Funds allocated quarterly OBAN-Decentralized
24.02	DPEM Funds program authority per annum
24.03	LG Provides Fund Load Sheets to DFAS
24.04	DFAS loads funds in H069
24.05	DPEM Funds allocated quarterly by OBAN-Decentralized
24.06	Modification Funds allocated to PDs (Decentralized)
24.07	ALC reallocates MSD(SSD/RSD)-Repair Buy Funds (Decentralizd)
24.08	ALC/LG distributes MSD-Operations Support Funds
24.09	MAJCOM allocates Direct Cite Funds (Decentralized)
24.10	LG provides Fund Load Sheets to DFAS/LG
24.11	DFAS loads funds into H103
24.12	AFMC Allocates GSD (Centralized Management) Funds

24.13	GSD Fund allocation entered in D035K by OBAN by Year
25.00	LG IDs Program & Budget Differences; SPO Resolves
25.01	ALC LG compares FY Budget to FY Program
25.02	Resolves differences between program cost & budget $$
25.03	SPO requests Planners to develop "what-if's"
25.04	Planners develop "what-if" scenarios
25.05	SPO selects from developed "what-if" scenarios
25.06	Submit Unfunded Requirements (UFR) to Direct Cite Customer
25.07	Dir. Cite Customer evaluates Requirements & Reprioritizes Funds
25.09	Direct Cite Customer Disapproves
25.10	PDs Submit UFR for Programmed Funds
25.11	LG Submits Unfunded Requirement to MAJCOM or AFMC
25.12	MAJCOM/AFMC Evaluates Requirements & Reprioritizes Funds
25.13	MAJCOM/AFMC Funds
25.14	MAJCOM/AFMC Disapproves
26.00	SPO Obligates Funds; LGN updates system
26.01	SPO establishes PCN; LGP establishes FCRN
26.02	DMAG Financial Manager loads PCN into G004B
26.03	DA0/DFAS Loads FCRN in G004C (Organic Only)
26.04	SPO PMS Buyer Requests PCN; Establishes in G072E
26.05	SPO Initiator prepares AF181; inputs to J025A
26.06	SPO Approver rejects AF181; returns to Initiator-J025A
26.07	SPO Approver signs and Forwards AF 181 (J025A)
26.08	Direct Cite Fund AF 181 forwards direct to SPO Budget Off
26.09	LG Acceptor sends AF181 to History/J025A - Direct Cite
26.10	LG "Certifier" accepts AF181; annotates J025A
26.11	LG Budget Office commits / decommits funds (H069/H103)
26.12	LG "Certifier" rejects AF181; returns to Approver J025A
26.13	PD/LG "Acceptor" rejects AF181 & returns
26.14	PD/LG "Acceptor" accept AF181, J025A overlay G004B
26.15	DFAS Finalizer obligates/deobligates customer funds (H069/H103)
26.16	DFAS sends AF181 to History /J025A - not Direct Cite
26.17	DAO-DFAS Records AF181 into POSYS/General Ledger
28.00	DFAS-DAO Records Sales (Revenue: Costs)
28.01	Cost Accounting Records DMAG Sales by Cust. (G072A) POSYS
28.02	LG/DFAS compares Journal Vouchers by Customer
28.03	Prepare Journal Voucher by RGC (Revenue) G072A
28.04	SMAG charge records maintained, Sales Record (D035J&SMAS)

28.05	D035J & SMAS feed Trial Balance for HQ AFMC
28.06	Sales recorded from AFMC Trial Balance to UCARTS
28.07	Manage Unit Cost Target Ratio
28.08	Cost Accounting updates General Ledger Sys-Auto (I.E.FARS)
28.09	(Manual Work Around) Update General Ledger
28.09.01	DCPS sends Payroll Voucher to Cost Accounting
28.09.02	G035A sends Labor Voucher to Cost Accounting
28.09.03	Materiel Expenses report (G035A) to Cost Acct
28.09.04	Other Misc. Vouchers sent to Cost Accounting
28.09.05	Cost Accounting receives paperwork
28.09.06	Cost Accounting manually prepares Journal Vouchers
28.10	LG/DFAS forward Trial Balances to HQ
28.11	Cost Acctg Prepare Unsupported Accounts Receivable Report
28.12	Cost Accounting provides DMAG/ SMAG sales to Fixer
28.13	ALC/LGP provides Monthly report to AFMC
28.14A	LC/LGP provides Annual report to DoD
29.00	DFAS-DAO Bills Customer
29.01	Billing Report from G004B for Cost Accountant
29.02	Cost Accounting Post Billing in POSYS
29.03	Accts. Rec. prepares SF1080; Reimburses DMAG by sales code
29.04	DFAS Commercial Svcs. Consolidates Billing by Customer
29.05	DFAS records bill against Program Control Number (PCN)
29.06	DFAS Pay & Collect Process SF-1080 with DFAS-Denver
30.00	Request and Procure Modification Kits
30.01	MOD Prog.Mgr. initiates fund request via PR/MIPR/AF 616
30.02	MOD Program Manager commits funds (H103)
30.03	SPO PM obligates funds
30.04	MOD Kit Materiel Delivery
30.04.01	Determine if Modification Kits are under Contract
30.04.02	Contractor assembles Modification Kit
30.04.03	MOD Manager processes PR to Contracting Of for MOD $$
30.04.04	Contracting Officer awards contract (Obligates MOD Funds)
30.04.05	Contractor develops Kit
30.04.06	Procure Contract Kit Development
30.04.07	Process AFMC Form 332 & Obligates MOD Funds
30.04.08	DLA Orders Parts for Kits using SMAG Funds
30.04.09	DLA receives & packs Kits; MOD funds reimburses SMAG
30.04.10	MOD Manager schedules delivery by MDS & Tail #

30.04.11	SPO MOD Manager establishes rqmts for non-kitted mat'l
30.04.12	Prime IM establish NSN; provisions materiel
30.04.13	Planner validates kit list of materiel
30.04.14	Retail IM establishes Special Level
30.05	SPO Mod Manager Requests Kit Proof
30.06	Production performs Kit Proof
30.07	Planner evaluates Mod Kit
31.00	RIM sets appropriate levels
31.01	RIM reviews total asset position
31.02	RIM monitors stock levels
31.03	RIM set Special Levels
31.03.01	Production submit 521s for HAZMAT authorization
31.03.02	Planner submit special level requirement to Supply
31.03.03	RIM follow-up Special Level requests
31.03.04	SS/RIM evaluate reason for disapproval
31.03.05	SS/RIM modify special level request
31.04	Supply Technician establishes bench stock min / max levels
31.04.01	Production Supervisor prevents co-mingling of stock
31.04.02	Supply Tech establishes WSSC level for Bench Stock
31.04.03	Consumption data updates level in D035K by WSSC
31.04.04	D035K orders Bench Stock to replenish WSSC levels
31.04.05	Planner identify Bench Stock level requirement
31.04.06	Supply Tech. monitors Min/Max Bench Stock Usage
31.04.07	Supply Tech. restocks FSA VIDMARs
31.04.08	Supply Tech notifies Tail Team of level changes
31.04.09	Allow system to auto-update level
31.04.10	Supply Tech manual intervention to maintain level
31.04.11	Supply Tech requests bench stock in D230 (MPS)
31.04.12	Supply Tech Prints Bench Stock Order List
31.05	SS/RIM check priority of outstanding orders
32.00	RIM ID A/C long lead-time Items w/Project Code
33.00	Contracting Officer establishes BPAs / Orders
34.00	Supply Technician builds Opn Package 10 days prior to 10-day window
34.01	Supply Tech prints Opn Package List by Opn # (10 Days)
34.02	Supply Tech builds Operation Packages
34.03	Supply Tech inventories Operation Package; Updates PDMSS
34.04	MH/E delivers MOD Kit item to kit breakout area
34.05	Production inventories MOD kit

34.06	Supply Tech inputs "issue" transaction into system
35.00	Conduct research as needed
35.01	Mechanic reviews Illustrated Parts Breakdown/TO for Part #
35.02	FLS performs Part # to NSN conversion
36.00	Order Materiel
36.01	DO35K auto reorders to replenish WSSC levels
36.02	Retail IM evaluates DREP DLA "CSI" and capability
36.03	FLS / Supply Tech Orders Exchangeable Item
36.04	Retail IM contacts Prime IM for Action
36.05	System generates Condition Tag for turn-in
36.06	FLS reviews Tail # LOM in Materiel Module of PDMSS
36.07	FLS orders Planned Materiel
36.08	FLS orders planned Materiel (Work Around)
36.08.01	FLS/Supply Tech Reviews Tail # BOM NSNs via WRAPPER
36.08.02	Wrapper Opn BOM checks avail in D035K/ G402A
36.08.03	FLS/Supply Tech reviews availability & status
36.08.04	FLS/Supply tech orders parts
36.08.05	Wrapper records document number and status to PDMSS
36.09	Mechanic requests materiel for planned operation
36.10	MPS edits request for previous/excess qty order
36.11	Supply Tech orders bench stock IAW reorder list
36.12	Unplanned part for approved opn # requested by mechanic
36.13	Planner reviews, corrects, and approves request
36.14	Planner approval signals system to order in MPS
36.15	FLS orders ERRC-code "T" item via G402A
36.16	Supply Tech orders long-lead item w/Project code
36.17	Order info overlaid into Supply System
36.18	RIM / Supply Tech posts Document # in G097
36.19	D035K returns Status Code for Order
37.00	Resolve Materiel Back Orders via Supportability Options
37.01	"BM" or "IM" status returned from Supply System
37.02	"FLN" status returned from Supply (not loaded)
37.03	RIM loads NSN into Supply System
37.05	FLS/Supply Tech notifies RIM of item "BB" status, EDD > RDD
37.06	RIM reviews for Substitutes
37.07	FLS tracks daily 'BB' status
37.08	RIM explores alternate support options
37.09	RIM locates alternate source of supply

37.10	RIM initiates appropriate paperwork for manufacturing
37.11	Industrial Operation Back shop Pre-plans & conducts Price-Out
37.11.01	RIM contacts Back Shop for Manufacturing Assessment
37.11.02	Planner reviews drawings & determines capability
37.11.03	Planner orders additional technical data
37.11.04	Planner notifies Sync Team No Manufacture Capability
37.11.05	Planner checks Tool Availability
37.11.06	Planner plans for Special Tools
37.11.07	Planner checks Materiel Availability
37.11.08	Planner conducts research if materiel is not available
37.11.09	Planner estimates hours and costs
37.11.10	Scheduler validates Estimated Delivery Date
37.11.11	Work Package filed & returned to aircraft company
37.12	IO Back shop returns EDD & Cost
37.13	Retail IM contacts Prime IM for Action
37.14	ALS enters EDD into Scheduling System
37.15	ALS determines EDD within RDD
37.16	Hot item liaison adds item to hot item list
37.17	IO Back shop Loads Incoming Work
37.17.01	IO Back shop Load Incoming Work
37.17.02	Admin Assistant orders appropriate technical data
37.17.03	Admin Ass't. forwards Work Package/Draw. to Planner
37.17.04	Manufacturing Planner Activities (ALC - Specific)
37.17.05	Manufacturing Scheduling Activities (ALC-Specific)
37.17.06	Back shop manufactures parts IAW schedule
37.17.07	Sync Team/ALS Resolves Competing Priorities
37.17.08	Admin Ass't contacts WSSC MS&D for Pick-up
37.17.09	Sync Team/ALS removes Item from Hot Items List
37.17.10	Scheduler clears Turn-ins & Funding
37.18	Tail team evaluates change to RDD
37.18.01	ALS reviews available schedule float time
37.18.02	ALS & A/C supervisor develop work-around
37.18.03	FLS readjusts RDD for impacting items
37.18.04	ALS notifies Sync Team to update hot item list
37.19	EDD > RDD - ALS Notify Retail IM of Critical Item
37.20	Retail IM Changes Priority (Initiates MICAP)
37.20.01	ALS initiates MICAP
37.20.02	RIM upgrades requisition to MICAP

37.20.03 RIM attempts to expedite/ coordinates partial delivery
37.21 ALS Initiates Cannibalization options
37.21.01 WSSC & Production review cannibalization options
37.21.02 Master Scheduler Locates donor A/C via Scheduling System
37.21.03 Retail IM coordinates CANN w/ Prime IM
37.21.04 ALS/FLS Prepares CANN paperwork
37.21.05 Mechanic removes part from Donor Aircraft
37.21.06 MH/Ex delivers part to the receiving aircraft
37.21.07 Supply Technician accomplishes D6/D7 "Wash-Post"
37.22 Tail Team requests engineering disposition
37.23 ALS requests schedule change
37.24 Master Scheduler reviews schedule impact
37.25 Master Scheduler directs change to weapon system schedule
37.26 Planner changes schedule in PDMSS
38.00 Materiel Handler/ Examiner receives and stores materiel
38.01 MH/E receives and inspects incoming material
38.02 MH/E receives materiel for a specific aircraft
38.03 MH/E Initiates ROD for discrepant material
38.04 MH/E reports discrepancy to Materiel Supportability Section
38.05 MH/E receives materiel for stock
38.06 MH/E clears "in-transit" in supply system
38.07 MH/E places stock items in proper WSSC location
38.08 EPS generates "issue" document in WSSC
38.09 Supply tech transmits issue document to MH/Ex
38.10 MH/Ex pulls materiel from location, moves to Tail Number Bin
38.11 System captures manufactured item data
38.12 Planner reviews unplanned manufacturing item data
38.13 Planner advises Equipment Specialist to update acquisition code
38.14 MH/E places aircraft materiel in tail number bin
39.00 MH/E delivers items IAW Schedule & Requirements
39.01 MH/Ex delivers ERRC-code "T" item to DLA
39.02 Item is picked up by FLS / mechanic
39.03 MH/Ex delivers indirects to Bench Stock location
39.04 FLS notifies MH/Ex of materiel requirement
39.05 MH/Ex delivers item to FSA
39.06 MH/Ex delivers item directly to the aircraft
39.07 FLS receipts for the materiel from MH/E
39.08 Mechanic IDs item is discrepant, notifies ALS

39.09	Non-A/C materiel - ALS coordinate replacement
39.10	Mechanic initiates a QDR
41.00	Provides Briefing/Meeting/Coordination Support
41.01	Supports weekly AREP status briefing to Fixer
41.02	P&A supports monthly management reviews (2 each) to CC
41.03	P&A performs Special Projects
42.00	P&A Develops & Maintains Operating Procedures
42.01	P&A reviews AREP Objectives and desired results
42.02	P&A reviews functions and tasks by section
42.03	P&A documents the sequence of activities and tasks
42.04	P&A develops SOPs & OIs by Task
42.05	P&A monitors the need for changes to on-line SOPs
42.06	P&A develops required changes to SOP
42.07	P&A posts developed changes to the SOP
42.08	P&A distributes Standard Operating Procedures
43.00	P&A coordinates for, and provides training
43.01	P&A develops Training Materials
43.01.01	P&A develops Performance-Oriented Training Objectives
43.01.02	P&A develops Lesson Outline
43.01.03	P&A prepares student courseware / Oversee Development
43.01.04	Training Manager validates training materiel
43.02	P&A Prepares Trainers for Training
43.03	Assesses Non-AREP specific training required by other agents
43.04	P&A provides training requirements for training from others
43.05	P&A ID Follow-On /Remedial Training Requirements
43.06	P&A coordinates time, place and resources for training
43.07	P&A conducts WSSC Overview Training
43.08	Trains personnel on specific tasks IAW SOP/OI
43.09	P&A trains personnel on Non-Job Specific courses
43.10	Provides/coordinates other external training
43.11	Supervisor updates personnel training records
44.00	P&A provides Internal Surveillance of Procedures/ Tasks
44.01	P&A reviews current Operating Procedures
44.02	P&A evaluates tasks to standards
44.03	P&A performs evaluations annually IAW Published Schedule
44.04	P&A evaluates as needed IAW Trend or Directions
44.05	Determines measures for internal procedures and tasks
44.06	P&A identifies primary information sources

44.07 ID acceptable measures of internal WSSC performance
44.08 P&A collects process Information
44.09 P&A evaluates changes to existing Workload/Programs
44.10 P&A provides Non-Attributed results to WSSC Chief
44.11 P&A provides written reports to select personnel
44.12 P&A reviews replies to surveillance reports
44.13 P&A Makes Procedural Changes as Necessary
45.00 P&A Measures the Entire AREP Process
45.01 P&A determines measures of process performance
45.02 P&A identifies primary sources of Information
45.03 P&A identifies acceptable measures of performance
45.04 P&A collects Information
46.00 Systems Support Spec provides support to users of systems
46.01 Systems Support Spec reviews adequacy of WSSC systems
46.02 Systems Support Spec provides on-call computer support
47.00 P&A Analyzes Trends
47.01 P&A analyzes data IAW measures
47.02 If measures are unacceptable, P&A identifies problem
47.03 If measures are acceptable, P&A provides report
47.04 P&A develops strategies to solve negative trends
47.05 SS develops strategies to ensure materiel funding
47.06 Reviews WSSC Workload & Operations
48.00 P&A Recommends Changes to Fixer
48.01 P&A recommend process changes
48.02 P&A recommends equipment and facility changes
48.03 P&A submits request for facility improvements / Equipment
48.04 P&A recommends discipline changes
48.05 P&A recommend training changes
48.06 P&A recommends information system changes
48.07 P&A recommends no action: Out of Process Occurrence
61.00 Biennial Joint Supportability Review of Program by Fiscal Year
61.01 Prime IM effects new materiel requirement contract
61.02 SPO PM requests that WSSC accept workload
61.03 Planner evaluates resources for prototype
61.04 Equipment Specialist verifies Stock List
61.05 Joint supportability review; SPO & SS verify PDM supportable
62.00 Annual Supportability Review of resources by MDS and Fiscal Year
62.01 SS/ Supportability Team analyzes inputs

62.02 Automated simulation of resources to schedule
62.03 RIM & SS compare materiel available by aircraft type per FY
62.04 SS, RIM, & SPO work wholesale PDM items with Prime IM
62.05 Identify options to resolve constraints
62.06 Select & Implement Appropriate Option(s)
62.07 Present results to Fixer and track progress
63.00 Supportability Spec performs UDLM Supportability Review
64.00 Quarterly Supportability Review of resources by scheduled operations
64.01 Supportability Specialist Analyze Inputs
64.02 Master Scheduler analyzes aircraft and system impacts
64.03 Automated simulation of resources to budget
64.04 Planner recommends change to operation schedule
64.05 Change Levels
64.05.01 Planner reviews and validates replacement factor & levels
64.05.02 RIM and Planner periodically validate Special Level
64.05.03 Supply Tech forwards validation to "Home Office"
64.05.04 System updates Stock Levels
64.06 Supportability Team ID options to resolve constraints
64.07 Select and Implement appropriate option(s)
64.08 Report to Fixer and track progress
64.09 Planner provides back shops with next quarter’s scheduled work
65.00 Monthly Supportability Review of resources by tail number
65.01 Supportability Specialist Analyzes Inputs
65.02 Planner determine materiel to package by operation
65.03 FLS adds item to Operation Package
65.04 Automated Simulation of Resources to Budget
65.05 FLS reviews operation package/kit data to verify availability
65.06 Sup. Spec. tracks long-lead time parts; Identifies others
65.07 Supportability Team identifies options to resolve constraints
65.08 Select and implement appropriate solution(s)
65.09 RIM generates 206 for 6C/H local manufacturing
65.10 The SS reports the results monthly to the Fixer.
66.00 Tail Team "Rolling" 10-day "Forward Look"
66.01 Production Crew Meets Daily
66.02 Tail Team conducts weekly opn # supportability assessment
66.03 Fixer conducts weekly A/C Status Review
66.04 ALS coordinates Special Tools & Equipment
66.05 ALS modifies schedule within AMREP date

66.06 ALS prints supportable WCDs
66.07 FLS coordinates delivery of materiel
66.08 Aircraft supervisor apportions available skills to operations
66.09 Aircraft sup. identifies skill shortfalls to Master Scheduler
66.10 Master Scheduler reviews OT requests; allocates IAW Priority

Attachment 4

PROCESS ACTIVITY DESCRIPTIONS

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
01.0	SPO Engr Develops PDM SOW; Rqmnts Verified	PDM requirements as identified by the using command and system engineers. Rqmnts are compiled into a Statement of Work by the System Program Office (SPO). WSSC Planner estimates work related to tasks in SOW	Peculiar to each SPO; but usually the SPO Engineer. WSSC Planner estimates work.	P1; G336 (MWMS); ("Pro-Plan")		G336 (MWMS) is an automated negotiation process which permits AFMC forms 801, 804, 600D, & 930 (for permanent work), and 206, 237, & 240 (for temporary work) to be electronically transmitted between the SPO prime IM, schedulers & planners. When 600D in G336 is interfaced with G004L it establishes the permanent Production Master record, and also provides front-end edits to G402A. "Pro-Plan" was used by OC-ALC E-3 - automates info transfer between SPO & Planners during build-up & planning for MRRB, and during MRRB "dry-run", & develops into the approved Work Brochure. System; highlights changes. Avaiable & deployed with one system at one ALC - should be deployed command-wide.
01.01	SPO Engineer defines PDM SOW (Draft Work Spec)	Programmed Depot Maintenance (PDM) requirements are identified by the using command and system engineers. These requirements include programmed upgrades and modifications, as well as routine preventive maintenance. PDM requirements are determined by unit mission, aircraft model (MDS), type, and age. The PDM requirements are presented to the System Program Office (SPO), which compiles the requirements into a Statement Of Work (SOW/Draft Work Spec). The SOW/Project Directive serves as the "work order" for the PDM. Prior to the Maintenance Requirements Review Board (MRRB), the SOW is the authoritative reference document for all facets of planning the PDM, to include labor hours, materiel, facilities, tools, and equipment. As soon as the SOW is compiled by the SPO, the SPO should be identifying, and most importantly ensuring supportability of new materiel requirements, to include an assessment of stock-fund authority necessary to effect the PDM. How well the SPO Equipment Specialist and Prime Item Managers (or center-specific equivalents) identify PDM materiel requirements, and initialize the necessary actions to ensure that materiel is available when required, will ultimately impact the ability of all other agencies involved to execute their PDM responsibilities.	SPO Program Manager, Equipment Specialist	None Defined	As soon as the SOW is compiled by the SPO, the SPO should be identifying, and most importantly ensuring supportability of new materiel requirements, to include an assessment of stock-fund authority necessary to effect the PDM. How well the SPO Equipment. ProPlan (KBSI), develop SOW in this product, prints auto summary of changes.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
01.02	SPO Pgm Mgr ensures supportability of SOW. Rqmnts	The System Program Office (SPO) Program Manager reviews the Statement Of Work (Work Spec), and identifies any materiel required which has not been previously used by, or loaded against a PDM task. The Equipment Specialist (or center-specific equivalent) reviews the list of NEW materiel (not previously loaded against a Programmed Depot Maintenance task), to verify that all have a National Stock Number (NSN) assigned. The NSN is the key to future actions required to make a new item supportable. This includes NSNs for materiel, repair parts, tools, facilities , manpower, HAZMAT, etc.	SPO Program Manager, Engineer, Equipment Specialist	D043, FedLog		
01.02.01	ES & Engineer develops New Materiel	SPO Equipment Specialist and Engineer develop a list of materiel required for new work by reviewing TOs & drawings, or other engineering data. This list is a fully indented engineer BOM consisting of component parts, quantity per unit, & parent component relationships required to produce an end item. The Logistics Management Spec sends the developed list to appropriate Prime Item Managers for a preliminary supportability review of materiel requirements not previously loaded against a PDM task.	Equipment Specialist; Engineer; Logistics Management Specialist	None Defined		
01.02.02	ES initiates Stock Listing Action for NSL Items	The System Program Office (SPO) initiates the required action to assign National Stock Numbers (NSNs) to those items required in the SOW Statement Of Work (SOW), which do not currently have an NSN assigned. . The rationale for having the SPO initiate stock-listing is the SPO manages materiel supportability for that system world-wide, and if an item is required at the depot for PDM, it is, or will be required in the field as well.	Equipment Specialist	None Defined		Presently ("As-Is" process) the Equipment Specialist (or center-specific equivalent) only reviews NEW (not previously loaded against a PDM) item listings, to verify those items are stock listed. The "To-Be" process assumes that if Non-Stock Listed (NSL) items identified later in the Supportability process, either before or after the aircraft has arrived on-station & is in-work, can be referred back to the ES (or center-specific equivalent) necessary actions to stock-list the item
01.03	The SPO PM forwards the SOW to the WSSC	The SPO forwards the SOW to the WSSC with all required engineering data, for the WSSC planners to perform an estimate of hours "price-out".	SPO Program Manager; Planner	P3; Required	A complete description of the statement of work, such that the Planner can complete a "Price Out" (by labor category) of work, to include differences if it represents a change to the current PDM package.	The SOW should be provided in an automated format which identifies any differences between the current and any previous editions. Current COTS software. JLSC owns a product called ProPlan (from KBSI), which automatically publishes a summary of changes (but then, so does Word for Windows).
01.04	Planner estimate man-hours to accomplish SOW (ROM)	The Planner uses the data provided in the SOW & TOs, and experience from first article, to determine the labor hours, equipment, facilities, & materiel required to accomplish the SOW. The Planner correlates the specified work with required skill codes, identifies which tasks have materiel associated, & facilities for each task, correlates required skills with hours, and flows the work in a logical sequence.	Planner	GO97; GO37E	Input: Tasks defined in the SOW, labor standards for SOW tasks, T.O. maintenance instructions, figures & indexes Output: Rough Order of Magnitude (ROM) cost calculation to perform the work.	"What-If" capability would be useful.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
01.04.02	Planner computes man-hours required by	The Planner uses the data provided in the SOW , & experience from first article, to determine the labor hours by skill code required to perform the SOW.	Planner	P1; G097 (Planning Module), G037E (G037E data is then fed to G037F to run simulation of the SOW).	Input: Tasks defined in the SOW, labor standards for SOW tasks, T.O. maintenance instructions, figures & indexes Output: Rough Order of Magnitude (ROM) cost calculation to perform the work.	Referenced system capability required.
01.04.03	Master Scheduler estimates SOW facility requirements	Master Scheduler evaluates the SOW, and estimates the physical resources requires to accomplish the SOW. Physical requirements include ramp & hangar space, engine run test cells, compass rose(s), co-located and assigned industrial (i.e., back shop) capability, etc, to the point that tasks and physical resource requirements are correlated.	Master Scheduler	P1; G029 (Facilities), Interface G004K (Facility Code in Master Plan) into G079 (PDMSS) for "what if" simulation.	Input: Available facility resources against current load Output: Determination of facility capacity to absorb workload.	Interface between G029, G004K, & G079
01.04.04	Planner evaluates back-shop capability	The Planner identifies from the SOW repair requirements which logically should be performed by local, ALC-assigned industrial resources, to include correlating the specific task with a particular ALC industrial capability. The cost of utilizing this ALC industrial capability is included in the Rough Order of Magnitude (ROM) cost projected by the Planner for performing the SOW. This pertains to those items designated for local manufacture, and for off-aircraft repair/process repair route (outside the CRI-CSI loop).	Planner	P1; G097 (PDMSS Planning Module), G037E; G037F	Input: Local Man or routing requirements for the package Output: Request to back shop of rough estimate of capability, & answer from back-shop.	Activity requires system capability to develop projected industrial resource demands (draft project workload package for "what-if" workload analysis). Backshop Planners would input their assessment of capability & cost to produced the specified items.
01.04.05	Planner estimate SOW special tools & equip req'ed	Given the work defined within the draft SOW, the Planner identifies any requirements for special tools & equipment.	Planner	P1; G097 (PDMSS Planning Module), G037E, G037F	Input: Task requirements. Output: Special tools & equipment required to perform the tasks	
01.04.06	WSSC returns SOW with man-hours to SPO	The Planner returns the Rough Order of Magnitude (ROM) to the System Program Office (SPO) referencing the Statement of Work (SOW), reflecting the man-hours required to accomplish the tasks defined within the SOW.	Planner	None Defined		Electronic Transmission of SOW??
01.05	SPO computes price for SOW	SPO uses current G079 rate (includes direct labor, direct materiel, production overhead, & G&A) multiplied by the man-hours to compute an estimated PDM cost.	SPO Program Manager	G079		
01.06	Customer instructs SPO to proceed	The customer has evaluated the ROM estimate, & directs the SPO to proceed with normal planning & programming activities in preparation for the MRRB.	Customer	None Defined		
01.08	LGP Develops Rates	Source of Repair and/or FM determines rates by a particular MDS. Direct labor rate is peculiar to MDS at a particular ALC.	LGP	H069G (??), G035A (Overhead Cost Distribution)		
01.09	Rates to AFMC for Approval	Rates that were assigned and pro-rated to PDM/UDLM hours per aircraft company and were factored into GO72A are reported quarterly to AFMC and annually to DOD through HO36A & B. Annually they are applied against future work incident to the MRRB by fiscal year. This is just a notification/transmittal step.	AFMC/LG	G072A, sent via H036A & H036B		
01.10	SPO applies AFMC approved Rates	SPO assigns AFMC-approved rates against future work from MRRB approval by fiscal year.	SPO Budget Office	GO35A		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
02.0	SPO Engr Develops MOD; Planner verifies req's	The SPO Engineer prepares modification package for work to be done. Planners evaluates the impact of the proposed MOD upon Depot capacity, to include facilities, equipment, and manpower.	Equipment Specialist, Engineer, Planner	G037E (operations, skills & hours); G037F (MDS Workload Analysis Planning System), G097 (PDMSS- Scheduling and Materiel Module), G017 (Industrial Equipment), G019 (Special Equipment/AGE), G005M (Materiel); E046B (Labor by Skill); G029 (Facilities); HAZMAT??;	The system identifies to the Planner resource constraints against the developed schedule. Does loading this requirement, in addition to all other requirements already loaded, cause a resource constraint? If so, provide the Process Worker with the specific constraint info relevant to the identified resource shortage, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period of that task, and impact to resource availability, based upon the resources requirements for all other tasks for all other scheduled A/C during that same period. The system should similarly reflect the impact upon resource availability of removing a particular task from the workload.	MODs will need to be recognized as a separate but equal work package within PDMSS, in order for PDMSS to perform "what-if" analysis between all existing and proposed work packages. To optimize this process, the planning/simulation package should accept changes to resources (skills, materiel, facilities, etc.) & workload for "what-if" analysis, such that an optimized network can be developed and updated, as required. Modification of the variables for system/network development must be simple, via a user-friendly system interface. The simulation system must accept & evaluate materiel, manpower, equipment, facility, available flow-time, etc. to determine the impact of all variables upon the network. The system must "flag" resource shortfalls, out-of-cycle sales-rate changes, and flow-day changes to the Planner for action.
02.01	SPO Engineer Sends Required MODification to WSSC	The SPO Engineer prepares modification package for work to be done. TCTO includes tasks to be accomplished and materiel required. The engineer determines the tail number applicability of the MOD. The SPO MOD Manager passes the requirement to the Planner.	SPO Engineer, SPO Equipment Specialist, Planner, SPO Program Manager	None Defined		
02.02	Planner evaluate MOD impact	Planners evaluate the impact of the proposed MOD upon Depot capacity, to include facilities, equipment, and manpower. Key in this determination is the assessment of the number of hours required to accomplish the MOD, as well as the potential impact to the flow-days.	Planner	G037E (operations, skills & hours); G037F (MDS Workload Analysis Planning System), G097 (PDMSS- Scheduling and Materiel Module), G017 (Industrial Equipment), G019 (Special Equipment/AGE), G005M (Materiel); E046B (Labor by Skill); G029 (Facilities); HAZMAT??	The system identifies to the Planner resource constraints against the developed schedule. Does loading this requirement, in addition to all other requirements already loaded, cause a resource constraint? If so, provide the Process Worker with the specific constraint info relevant to the identified resource shortage, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period of that task, and impact to resource availability, based upon the resources requirements for all other tasks for all other scheduled A/C during that same period. The system should similarly reflect the impact upon resource availability of removing a particular task from the workload.	MODs will need to be recognized as a separate but equal work package within PDMSS, in order for PDMSS to perform "what-if" analysis between all existing and proposed work packages. To optimize this process, the planning/simulation package should accept changes to resources (skills, materiel, facilities, etc.) & workload for "what-if" analysis, such that an optimized network can be developed and updated, as required. Modification of the variables for system/network development must be simple, via a user-friendly system interface. The simulation system must accept & evaluate materiel, manpower, equipment, facility, available flow-time, etc. to evaluate the impact of all variables upon the network. The system must "flag" resource shortfalls, out-of-cycle sales-rate changes, and flow-day changes to the Planner for action.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
03.0	AFMC Conducts MRRB at ALC	SPO-developed draft MRRB (which includes all Tasks by fiscal year), is provided to the Dry-run MRRB attendees at the ALC. Hours for previously-approved MODs are also included in the MRRB (from 21.0, SPO transfers MOD labor $$ to DMAG for GFM install), and may be discussed.	SPO Program Manager	P1; G336 (MWMS); ("Pro-Plan")	Input: Total PDM hours by work package and total # of A/C by program year, changes for work in budget years, funding (fixed-price per copy), positions by direct labor hours, historical average of UDLM hours and PDM Over & Above hours. Output: Approved Work Brochure	G336 (MWMS is an automated negotiation process which permits AFMC forms 801, 804, 600D, & 930 (for permanent work), and 206, 237, & 240 (for temporary work) to be electronically transmitted between the SPO prime IM, schedulers & planners. When 600D in G336 is interfaced with G004L it establishes the permanent Production Master record, and also provides front-end edits to G402A. "Pro-Plan" is used by OC-ALC E-3 - automates info transfer between SPO & Planners during build-up & planning for MRRB, and during MRRB "dry-run", & develops into the approved Work Brochure. System; highlights changes. Available & deployed with one system at one ALC - should be deployed command-wide.
03.01	ALC conducts dry-run MRRB	The SPO conducts an MRRB Dry Run at the ALC by Mission Design (all Series). Attendees will work with the SPO-proposed draft MRRB brochure. This is a pre-planning session and/or dry-run, prior to the formal AFMC-conducted MRRB. The result is a SPO approved draft submitted to AFMC.	MRRB Attendees---system engineers, Prime Item Managers, Planners; possibly AFMC and/or reps from other ALCs	P1; ("Pro-Plan") None Defined	Input: Total PDM hours by work package and total # of A/C by program year, changes for work in budget years, funding (fixed-price per copy), positions by direct labor hours, historical average of UDLM hours and PDM Over & Above hours, . Output: Approved Work Brochure.	"Pro-Plan" is used by OC-ALC E-3 - automates info transfer between SPO & Planners during build-up & planning for MRRB, and during MRRB "dry-run", & develops into the approved Work Brochure. System; highlights changes. Available & deployed with one system at one ALC - should be deployed command-wide.
03.02	AFMC conducts and approves MRRB	AFMC conducts the MRRB with the System Program Office (SPO), system engineers, Prime Item Managers, Planners, and the MAJCOM Customer. Together they review the Statement Of Work (SOW), and determine which Tasks will be performed/what the customer can afford. The Tasks which are agreed to by all three parties are what will become the Work Specification. Planned MRRB is conducted once per year, although additional, out-of-cycle MRRBs can be held, if required. It includes requirements for two years (Budget & 1st Program Year) and includes engineer suggested new work. The annual MRRB meeting also ads or deletes Tasks as necessary. Hence they work the Program Year (President's Budget) and change the Budget Year (NDA- Congressionally appropriated funds). The MRRB approves requirements for planned depot maintenance. Planning provides Depot Program Standard Hours (DPSH) for required aircraft maintenance. Subsequently, the MAJCOMs program money for scheduled maintenance. The Commands commit programmed $$ to do PDM work.	MRRB Attendees---system engineers, Prime Item Managers, WSSC Chief & Assistant, Fixer, Master Scheduler, Supportability Specialist, Planners, and the MAJCOM customer	P1; ("Pro-Plan") None Defined		
03.03	SPO PM develops work brochure	The SPO PM completes development of the AFMC-approved MRRB Brochure by Program Year . The MRRB Brochure includes tasks, approved hours, occurrence factors, and number of aircraft by MDS.	SPO Program Manager	P1; ("Pro-Plan") None Defined	Input: Total PDM hours by work package and total # of A/C by program year, changes for work in budget years, funding (fixed-price per copy), positions by direct labor hours, historical average of UDLM hours and PDM Over & Above hours, . Output: Approved Work Brochure	"Pro-Plan" was used by OC-ALC E-3 - automated info transfer between SPO & Planners during build-up & planning for MRRB, and during MRRB "dry-run"; document developed into the approved Work Brochure. System highlights changes. Available & deployed with one system at one ALC - should be deployed command-wide.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
03.04	Contractual relationship established	Signed SOW from MRRB represents contract between MAJCOM, SPO, HQ AFMC, & Aircraft Company. Contract requires SPO to provide materiel, MAJCOM to provide the funding, and Maintenance to produce to schedule with the provided funds & materiel. Failure to provide materiel on the part of the SPO, or funding on the part of the MAJCOM, or failure to produce with the provided materiel and funds on the part of Maintenance, represents a "Breach Of Contract" between the ALC, SPO, AFMC, & the MAJCOM.	MRRB Participants - MAJCOM; Production Maintenance Group; SPO; HQ AFMC	None Defined		
04.0	Reconcile similarities between PDM & MOD pkg	Following MOD kit proof and formal MRRB, the Planner refines their estimate of required hours to perform the PDM and/or MOD. If adjustments to the "price-out" and schedule are required, they are accomplished at this time. If Kit Proof accomplished at different Source of Repair, or only a Trial Install vs. Kit Proof, the ALC reviews the PDM and Modification work scheduled on the same aircraft, to identify redundant activities which, when eliminated, would reduce cost and time. Check for duplicate/obsolete materiel. Duplicate work specs and operational checks need to be identified and validated. The Master Scheduler determines where, within the aircraft company's annual plan, should the MOD(s) be scheduled, and do conflicts exist with PDM-scheduled work. MOD tasks that are redundant are eliminated in favor of the tasks defined in the scheduled PDM, or other MOD tasks. MOD tasks that are not redundant to the PDM are forwarded to the Planner for incorporation into the appropriate MDS network at the operation level. This is NOT just a concurrent block of time for the MOD, but rather a total integration of MOD operations with PDM operations.	Planner and SPO Engineer; Master Scheduler	P1; G097 (PDMSS) PDMSS Schedule Module flags redundant operations	Input: Existing PDM work package, broken down by operation (existing tasks), and MOD work package operations; New PDM task hours. Output: Redundant operations (MOD to existing PDM operations), tasks (in hours) for new PDM tasks	Currently this activity amounts to nothing more than a "guesstimate". PDMSS Schedule Module needs to be able to flag redundant tasks, and identify impact of additional or new work package requirements upon the annual schedule (for example, subsequent to the 1998 MRRB, solving for expected work during 2002).
05.0	Planner Develop & Simulate FY Work Package	The SPO develops the approved work specifications, and forwards them an MRRB-approved Work Brochure to the WSSC. The Planner drafts an input-output schedule, plans tasks down to the operation level, develops the network/schedule/critical path by operation, correlates required resources to each operation, performs simulation to validate resources to the schedule, determines funding by resource, and elevates any changes required to the stock fund authority. The output is what will be referred to throughout the model as an ALC-specific operational-level Work Package.	SPO PM; Master Scheduler; Planner	P1; G037E (operations, skills & hours); G037F (MDS Workload Analysis Planning System), G097 (PDMSS-Scheduling and Materiel Module), G017 (Industrial Equipment), G019 (Special Equipment/AGE), G005M (Materiel); E046B (Labor by Skill by standard hours); G029 (Facilities); HAZMAT??	The system identifies to the Planner resource constraints against the developed schedule. Does loading this requirement, in addition to all other requirements already loaded, cause a resource constraint? If so, provide the Process Worker with the specific constraint info relevant to the identified resource shortage, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period of that task, and impact to resource availability, based upon the resources requirements for all other tasks for all other scheduled A/C during that same period. The system should similarly reflect the impact upon resource availability of removing a particular task from the workload.	To optimize this process, the planning/simulation package should accept changes to resources (skills, materiel, facilities, etc.) & workload for "what-if" analysis, such that an optimized network can be developed and updated, as required. Modification of the variables for system/network development must be simple, via a user-friendly system interface. The simulation system must accept & evaluate materiel, manpower, equipment, facility, available flow-time, etc. to determine the impact of all variables upon the network. The system must "flag" resource shortfalls, out-of-cycle sales-rate changes, and flow-day changes to the Planner for action.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
05.01	SPO Distributes MRRB-Approved Brochure	Coincident with the MRRB, the SPO distributes the approved MRRB Brochures, plus draft Brochures for future years, to appropriate agencies, to include the Planners.	SPO Program Manager; Admin Asst.	P3; None Defined		"Pro-Plan" was used by OC-ALC E-3 - automated info transfer between SPO & Planners during build-up & planning for MRRB, and during MRRB "dry-run"; document developed into the approved Work Brochure. System highlights changes. Available & deployed with one system at one ALC - should be deployed command-wide.
05.01.01	SPO reviews MRRB Brochure for accuracy	The System Program Office (SPO) reviews for accuracy the hours and occurrence factors defined by Task in the MRRB-approved Work Specification, and verifies any additions or deletions thereto, and makes corrections as necessary. In addition, the SPO reviews the accuracy of the Joint Supportability Statement developed during the Joint Supportability Review (WBS 2.0), and correct any discrepancies, to include additions and deletions. The SPO ensures ALL materiel for the Work Specification is programmed, budgeted, and supportable.	SPO Program Manager	P1; D357 (RFM)		PDM materiel supportability should be treated by the ES in the same way as MOD/TCTO materiel supportability, and that is programmed, budgeted, and available.
05.01.02	SPO publishes Work Specification/ TCTO	The System Program Office (SPO) incorporates its determinations regarding appropriate materiel, equipment, and processes to accomplish the PDM into the Work Specification. The Work Specification will explain in descriptive text the specific Engineering requirements, in the form of tasks, and include materiel requirements (referenced by T.O.), special tools & equipment.	SPO Program Manager	None Defined		
05.01.03	SPO releases completed Work Spec/TCTO to WSSC	The SPO distributes the completed Work Specification to affected depot organizations, including the WSSC. Distribution of the Work Specification notifies affected depot organizations that the workload has been accepted, and what each organization will be required to do to accomplish that workload.	SPO Program Manager	None Defined		For the Work Spec to be effectively planned by the WSSC, the WSSC must have the completed Work Spec in-hand NLT 6-months prior to the start of the fiscal year.
05.02	Planner Develop, & Master Sched Approve FY plan	The Planner reviews the draft input-output schedule provided by the SPO, performs "rough-cut capacity planning", and verifies that available facilities will accommodate the planned sequencing of aircraft through available PDM/MOD production resources. The Planner identifies any conflicts, recommend solutions in the form of a revised Input-Output schedule, and forwards it to the SPO. The SPO will distribute the developed input-output schedule to the MAJCOMs, so they know when to send (input) aircraft to the Depot. The Planner performs "what-if" analysis to establish the optimal flow-plan of aircraft through the available depot facilities IAW known PDM & MOD requirements, plus historical UDLM requirements for a given fiscal year. The results of this analysis determines the quantity of aircraft the aircraft company can accommodate for the FY, with the associated number of flow-days. The Planner develops the fiscal year plan, and submits it to the Master scheduler for approval.	Master Scheduler, Planner	P1 ("what-if" simulation capability in G097 Planning Module); G037F (simulation capability), G097 (Scheduling Module)	Input: Annual plan for aircraft to work in the FY. System analyzes facility and workload variables to determine impact to AMREPs. Output: Required sequencing of aircraft input to the Depot by arrival date.	Developed draft Input-Output schedule forms the basis for any future analysis for proposed additional workloads (e.g., UDLM/"drop-in") for the given FY, plus provides the foundation for development of the Master Plan that grows in specificity into a tail-number-specific network. "What-if" analysis capability is critical to accurately determining the annual schedule. Future "what if" changes to inputs reflect changes to AMREP dates, based upon changes to inputs.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
05.02.01	Planner reviews SPO draft input-output schedule	The Planner reviews the draft input-output schedule provided by the SPO, performs "rough-cut capacity planning", and verifies that available facilities will accommodate the planned sequencing of aircraft through available PDM/MOD production resources. The Planner identifies any conflicts, recommend solutions in the form of a revised Input-Output schedule, and forwards it to the SPO. The SPO will distribute the developed input-output schedule to the MAJCOMs, so they know when to send (input) aircraft to the Depot.	Planner	None Defined		
05.02.02	Planner analyzes Requirements for FY Schedule	The Planner performs "what-if" analysis to establish the optimal flow-plan of aircraft through the available depot facilities IAW known PDM & MOD requirements, plus historical UDLM requirements for a given fiscal year. The results of this analysis determines the quantity of aircraft the aircraft company can accommodate for the FY, with the associated number of flow-days.	Planner	P1 ("what-if" simulation capability in G097 Planning Module); G037F (simulation capability), G097 (Scheduling Module)		
05.02.03	Planner Develops & Master Sched approves FY Plan	The Planner develops the fiscal year plan, and submits it to the Master scheduler for approval.	Planner, Master Scheduler	None Defined		
05.03	Planner Validates Resources by Task	Planner reviews Materiel Requirement List (List Of Materiel), & compares it to the work spec. The planner verifies the accuracy of the Mat list (i.e. AAC, etc.). The planner advises the SPO ES/Engineer of unsupportable tasks. The planner also develops Special Tool requirements, drafts the Planned Labor Application (PLA), and develops Equipment & Facility requirements.	Planner	G097 (PDMSS), G005M, DO43, D035K, G079, G402A (EPS), G029 (Facilities), G019 (Equipment), FedLog, DIDS		
05.03.01	Planner develop Equipment Requirements by op#	The Planner uses GO37E and PDMSS to identify equipment associated with individual operations in the Work Specification. The Planner then links the required equipment for each operation by entering the equipment data into the Resource Table for that operation.	Planner	G097 (PDMSS)	Equipment requirements for the task.	Equipment information will need to be input and visible in a resource table tied to individual operations in G097. G097 should then be able to analyze required vs. available resources for all projects scheduled to be in work during the time of the subject operation, and identify any resource constraints to the schedule. Exactly what equipment data is available in G017? Availability? Inventory? Currently data for depot equipment resources are input and stored in G017. Is this data adequate for resource constraint analysis?

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
05.03.02	Planner develops Materiel Requirements by op #	The Planner uses DO43, FedLog, and the Engineer's List Of Materiel (LOM) to identify materiel required to perform each task specified in the Work Control Document, and transforms that engineered LOM into a Planning BOM by Mission Design, & Series (MDS), by operation number. The Planner inputs the materiel identified on the engineered LOM into PDMSS Materiel Module (with an auto-feed to G005M), coded by operation number. The MDS BOM is referred to as the "Planning BOM". The Planner plans both direct & indirect materiel against individual operations. Operations with materiel planned against them are coded with an "M".	Planner	G097 (PDMSS) Materiel Module, GO05M, GO37E, DO43, and FedLog	Materiel required by operational task.	Currently there is no auto-feed between G097 (PDMSS) and G005M. As a result, the Planning BOM must be built and manually maintained in two separate systems. Planning BOM should be built and maintained in one system (PDMSS Materiel Module), with the planned materiel data automatically updating G005M. Materiel requirements history is not currently visible, or relayed by automated means to Prime Item Managers. GO05M data is not available or readable by DO35A or DO41. As a result, these requirements are not automatically transmitted to the Prime Item Manager for programming & budgeting. Who establishes the BOM for the materiel necessary to repair Aircraft routed items? Assume necessary hours & materiel for routes are programmed as part of the Work Spec negotiated in the MRRB. G005M has the capability to accept direct & indirect materiel. Currently the ALCs are only inputting direct materiel. Is there a difference for direct & indirect materiel used to repair routes? Do we use a separate JON, PCN, and FCRN to reconcile accounting of routed items?
05.03.02.01	Planner Review Mater Rqmt List (Established Work)	Planner reviews Materiel Requirement List, & compares it to the work package. The Planner verifies the accuracy of the Mat list (i.e. AAC, etc.). The Planner confirms all materiel requirements are captured & documented on the List Of Materiel. The Planner compares last year's actual usage against last year's Program requirements, & determines if there was a variance. If there was, the Planner needs to determine why, & make appropriate adjustments to this year's Program occurrence factors. Similarly, the Planner also compares last year's actual replacement percentage for items against the programmed replacement factor, and determine if there was a variance. If there was, the Planner needs to determine why, & make appropriate adjustments to this year's Program replacement factors.	Planner	P3 (interface to APMS); DO43, D035K, FedLog, DIDS	Input: Occurrence and Replacement Factors by FY in G005M; Actual orders (demand) D035K by fiscal year; Materiel Requirements List from MRRB (PDM), MOD, & UDLM; Output: LOM for existing requirements with updated occurrence and replacement factors in G097, which will feed G005M.	

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
05.03.02.02	SS reviews materiel critical & chronic histories	The Supportability Specialist reviews the supportability history for all PDM aircraft having a similar configuration/Work Specification as the incoming aircraft, over a statistically-significant time period. The Supportability Specialist assesses whether such histories reflect unresolved supportability issues. If they do, the Supportability Specialist recommends to the Planner and SPO specific actions to make items supportable.	Supportability Specialist	P2 (archiving & report capability in G097 Materiel Module); G402A archives "Rob-Back" data, G097 ("Rob-Back" screen 4.3.9).	History of critical and chronic materiel shortages, identified by NSN. Compare chronic/critical shortage history against the LOM. Output: Critical and chronic item report that identifies the specific LOM items that require special attention.	At present PDM accomplishes almost no "CANN" action, electing instead, for purposes of convenience & speed, to effect the same outcome via "Rob Backs". It is understood that the "To Be" process will eliminate "Rob Backs", in order to better track requirements, & generate more accurate demand data. Currently the SPO will not authorize "Rob Backs", and will not authorize direct labor hours to production to remove items, and does not have visibility of the true demand. The problem is that a "Rob Back" D-6 "Wash Post" action hides consumption data from the IM. This also applies to identification of long-lead time items, CSIs, and NSL items which consistently represent a supportability shortfall.
05.03.02.03	SPO evaluates LOM updates & recommended changes	The SPO evaluates recommendations from the Planner & SS to update the LOM, and make appropriate changes to levels, let additional contracts, etc. The SPO Program Manager is suspensed to respond with a remedy. If the PM is unable to develop a remedy, the issue is elevated.	SPO	None Defined		
05.03.02.04	SPO Equip Spec Prepares Mat Req List for New Work	SPO Equipment Specialist/Prime Item Manager (PIM) Prepares and reviews the Materiel Requirements List, based upon new tasks negotiated by the MRRB. The SPO Equipment Specialist/PIM verifies the accuracy of the Mat list (i.e. AAC, etc.). SPO ES confirms identified items are NSN-listed, have current, valid contracts, or can be locally manufactured to support the workload.	SPO Equipment Specialist, Prime Item Manager	DO43, D035K, FedLog, DIDS		
05.03.02.05	SPO ES determines new work not supportable	The SPO Equipment Specialist determines that the new work is not materially supportable.	Equipment Specialist	None Defined		
05.03.02.06	SPO ES advises SPO of supportability shortfall	The SPO ES/PIM advises the SPO Program Manager that a Task is not supportable (materiel), based upon research accomplished in process 5.3.2.4, SPO Equip Spec Prepares Mat Req List for New Work.	SPO Equipment Specialist; Prime Item Manager	None Defined		
05.03.02.07	SPO ES determines new work sprtbl - fwd to Planner	The SPO Equipment Specialist (ES) determines that the new work will be materially supportable, & forwards the materiel list to the Planner.	Equipment Specialist (ES)	None Defined		
05.03.02.08	SPO responds to support suspense	The SPO answers the suspense to resolve the materiel shortfall. The Supportability Specialist & Master Scheduler are provided the results of the SPO response for analysis of support & schedule impacts.	SPO Program Manager	None Defined		
05.03.02.09	Supportability Specialist verify SPO remedy	The Supportability Specialist will verify that funds & contracts to support the proposed SPO solution are executed. The SS advises the Planner of the remedy status. If the PM is unable to develop a remedy, the issue is elevated to the Fixer, and captured as a Supportability Metric.	Specialist	Supportability	None Defined	

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
05.03.02.10	Planner makes adjustments to LOM/BOM	The Planner corrects/updates the List Of Materiel (New Work)/Bill Of Materiel (Existing Work) to reflect the results of the reviews to validate materiel required by operation per work package.	Planner	P1 (materiel requirements input into G097, with automated feed into G005M); G005M, G097 (Materiel Module)	Input: Validated materiel requirements for new & existing tasks by operation. Output: Work Package Bill Of Materiel by operation and MDS.	All materiel requirements should be planned in G097 (materiel module) with the data fed automatically to G005M.
05.03.02.11	LGS IDs GSD Funds/MAJCOM (G079;FYDP)	The LGS Stock Fund Manager develops the "color of money" Program (GSD) to satisfy materiel requirements.	LGS Stock Fund Manager	G079, Future Year Defense Plan (FYDP)		This activity requires further clarification related t the name of the money program (GSD or MSD).
05.03.02.12	SPO IDs Funds/MAJCOM (G079; FYDP)	The LGS Stock Fund Manager develops the "color of money" Program (GSD) to satisfy materiel requirements.	SPO Prime IM	G079, Future Year Defense Plan (FYDP)		This activity requires further clarification related t the name of the money program (RSD, MSD, SS etc.).
05.03.03	Planner develops Special Tool requirements by Task	The Planner uses T.O.s, Engineering specs, etc., to develop a list of special tools by task. The Planner links the Special Tool requirements to specific operations.	Planner	P2 (resource table); G097 (PDMSS) Planning Modules	Input: Special tools currently in inventory. Output: Special tools required by operation, and special tool shortfalls (for tools required but not in inventory). Special tool requirements are loaded by the planner into the Resource table for the specific operation.	
05.03.04	Planner drafts a Planned Labor Application (PLA)	The Planner reviews the aircraft PDM/Mod schedule using tasks by skills in G037E, simulation results from G037F, and PDMSS, and notes where all job-hours are networked into the schedule (Planned Labor Application). The Planner uses this product, plus MRRB negotiated hours, simulations developed in G037F, and aircraft history to project annual, quarterly, and monthly aircraft PDM/MOD personnel resource requirements by work package. The Planner identifies skill/personnel shortfalls or overages to P&A and the Fixer.	Planner	P1 ("what-if" simulation capability in G097 Planning Module); G037E, G037F; G097	Input: Hours by skill, skills planned against operations, total hours by skill available for the planning period. Output: The total mix and quantity of skills required to accomplish the work package by month; report skill shortages or overages	Not a "real-time" system - updates a manual. If a simulation is run in G037F, the syste will overlay the labor data into G037E. Only applicable to planned operations. Th place in conjunction with the annual plan, & takes into account all work packages
05.03.05	Planner Develops Facility Requirements	The Planner determines the facility resources required to accomplish the PDM/Mod work package The Planner uses G037Eto identify facility requirements (existing work), or input the appropriate facility code (new work).	Planner	P2 (resource table in G097 Planning Module); G037E, G097 (Planning Module), G029 (Facilities)	Input: Work Package Facility Requirements, and facilities available. Output: Report of facility requirements; facility resource shortfalls or overages.	
05.03.06	Planner integrate T.O. & eng chngs, mech input	The Planning element in the WSSC continuously integrates feedback from the mechanic, plus system & engineering changes, into the process of planning the Work Package. Planner makes appropriate adjustments to incorporate the change(s) into the appropriate planning systems. Feedback loop.	Planner	G097, G037E, G005M, G037F		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
05.04	Planner establishes network & critical path	The Planner uses the Tasks identified in the Work Specification to develop individual operations. The Planner determines the logical components of the Task, and plan them as individual operations. The Planner defines discrete elements of work, such that the operation represents an individual, finite component of work (e.g., "Install Panel XXX", vs. "Remove & Install Panel XXX"), and loads them into G097 (Planning Module). The Planner then reviews all operations from all Tasks in the Work Package, & determines the appropriate sequencing with the assistance of first-line supervisors & mechanics. The Planner then identifies which operations are dependent, and therefore constitute critical operations. Those operations, when sequenced based upon dependency, become the Critical Path. Operations are then grouped into Major Jobs in the Scheduling Module. Operations & Major Jobs which do not impact the critical path are labeled "Auxiliary/Parallel". The Planner determines the resource requirements to accomplish the "Auxiliary/Parallel" tasks, and loads those operations into the schedule subordinate to the resource requirements of the Critical Path.	Planner	P1 (load major tasks & operations into G097 Planning Module; build network of dependent and parallel operations in G097 Scheduling Module); G037E (ID system nodes).	Input: Work Specifications, Tech Orders, TCTOs, MODs, Engineering Drawings, with sequencing input from experienced first-line supervisors & mechanics. Output: List of operations, some of which are dependent (critical), and some that are not (parallel). An MDS-specific network built upon the Critical Path of dependent operations, plus non-critical operations which are sequenced with Critical Path operations. The completed MDS-specific network sequences all operations (critical & parallel) into a schedule that is optimized to available resources.	Need to be able to build Major Job to the operation level of detail in G097 (Planning Module). Need to be able to build the network of dependent and parallel operations in G097 (Scheduling Module).
05.05	Planner develops Control Numbers by Fiscal Year	The Planner selects an individual Control Number from the "block" of established numbers (locally-defined, MDS-specific 5-digit number established in G037E), and adds the Job Designator for specific aircraft by planning year IAW AFMCM 66-60 (Draft), 12 Mar 96. The Control Number includes workload planned by A/C Production or Back Shop, the Job Designator, and the JON-suffix by Quarter & dollar value. The Planner then prepares appropriate AFMC Forms 25/236/237/240 (temp work) and 126/600d (labor & materiel perm work), and inputs appropriate information from them into G004L.	Planner	P1 (capability to receive the necessary inputs to develop the JON in an automated environment, generate the appropriate form, then export that information to the appropriate legacy system.); G004L, G072A, E046B (only for MISTR; establish facility code RCC for planned routes), G005M (materiel), G037E (tasks).	FM list of PCNs for specific types of work. Job Designator Code, JON Suffix, individual operations. Output: data from AFMC Forms 125/236/237/240 (temp work) and 126/600d (labor & materiel perm work) are input into G004L.	Rather than force the Process Worker to choose which system is appropriate to input PCN data (depending on type of work), systems solutions should be developed to automatically feed the PCN data into the correct accounting system(s). Should this capability be developed in G097 (PDMSS) Planning Module?
05.06	Planner develops Master Work Control Document	The Planner develops the Master Work Control Document. These tasks are accomplished IAW AFLCR 66-55, 20 Dec 1979, and AFLCR 66-5, 29 Jan 85. Subsequent to the work accomplished in WBS # 5.4, the Planner assigns an Operation Number to each planned operation. The Planner then ties individual operation numbers to a particular Control Number. Then the Control Number ties the associated operations to a specific Mission Design Series (MDS). These Master Control Documents must be reviewed by the Planner at least once every two years.	Planner	P3 (automated form generation, with appropriate data fed to appropriate systems); G336, G028	Inputs: (from WBS 5.4) List of operations; (from WBS 5.5) JON Outputs: AFMC Form, 958/959, with data therefrom input into G336 & G028; Master Work Control Document	

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
05.07	Planner simulates resources by Work Packages	The Planner calls the workload simulation package from the data loaded into the G097 Planning Module for individual operations. The Planner "runs" the simulation to capture all resources (skills, materiel, facilities, equipment, etc.) by type required for the Work Packages by FY. Electronic report of materiel requirement by category for the entire fiscal year.	Planner	P1; G037E, G037F, G097 (PDMSS) Scheduling and Materiel Modules	Input: MDS Annual Input-Output Aircraft Schedule, MDS Network, All resources tied to the MDS Work Package by requirement (PDM, MOD, UDLM). Output: Resource requirements (time, materiel, equipment, tools, labor by skill, facilities) per operation within each MDS network, times the number of A/C for that MDS, added with all other MDSs during the FY. Resources are arrayed by month & by quarter, or as appropriate. Resources are further quantified as follows: Labor by skill code; materiel by NSN by direct reprables, other directs & indirects; materiel by part number by local manufacturing & local procurement; facilities by type (paint hangar, dock #, ramp parking, etc.) and quantity; equipment by type; special tools by NSN.	Currently partial simulation can be accomplished using G037F, but not to the extent defined above. The simulation as defined is a functional requirement for G097 (Planning Module). Modification of the resource inputs must be simple, via a user-friendly system interface. The requirement is to load all different types of resources identified as outputs into appropriate resource tables. Where should these resource tables reside? G097, or interfaced legacy systems?
05.08	Planner fwd Materiel Rqmts to Supportability Spec	The Planner reviews the results of simulating the developed Work Package accomplished in WBS 5.6. The Planner forwards the "other direct" & "Indirect" materiel requirements to the Supportability Specialist. Planner forwards the "direct reparable" materiel requirements, and initiates and forwards an AF Form 1996 to the Supportability Specialist.	Planner	P2; G097 (PDMSS) Planning Module	Input: Electronic materiel requirement report by category ("direct reparable", "other direct" & "indirect") and NSN for the fiscal year. Output: Electronic materiel requirement report by category ("direct reparable", "other direct" & "indirect") and NSN for the fiscal year, plus any Form 1996s for Special Levels.	Current practice AFMC Form 1996 to be reviewed, forwarded, & updated annually, however the budget is submitted two (2) years out. Therefore the "annual" update should be done two (2) years out.
05.09	Sptbly Spec IDs materiel req's for Program Funding	Materiel requirements report from WBS 5.8 delivered to Supportability Specialist. The Supportability Specialist verifies	Supportability	P1 (auto-feed of Specialist, Retail Item	Input: Electronic materiel requirement combined program	As soon as the SOW is compiled by the SPO, the report by category ("direct reparable", SPO should be
identifying, and most importantly		the fiscal year GSD requirements, and directs the Retail Item (Stock Fund) Manager to program total stock fund authority requirements by NSN for that fiscal year. The Supportability Specialist verifies the fiscal year RSD/SSD requirements, and directs the Prime Item Manager to program total stock fund authority by NSN requirements for that fiscal year. The Prime IM inputs those requirements into D041. The Supportability Specialist is the focal point within the WSSC for programming, budgeting, storage, and delivery of materiel to support the Work Package. The SS verifies that the SPO has implemented solutions to resolve problems identified via the critical and chronic list of materiel defined in WBS 5.3.2.2. As an example, the SS would check repeat CANN & Engineering Exception (-103s) against the requirements projected for those items.	Manager	materiel requirements to appropriate Item Managers & Stock Fund Managers. Comparison of consolidated requirements with chronic & critical item list developed in WBS 5.3.2.2); G097 Materiel Module	"other direct" & "indirect") and NSN for the fiscal year, plus any Form 1996s for Special Levels; Critical & chronic item list of materiel. Output: Program requirements for SSD, GSD, & RSD $$ by fiscal year.	ensuring supportability of new materiel requirements, to include an assessment of stock-fund authority necessary to effect the PDM. How well the SPO Equipment Specialist and Prime Item Managers (or center-specific equivalents) identify PDM materiel requirements, and initialize the necessary actions to ensure that materiel is available when required, will ultimately impact the ability of all other agencies involved to execute their PDM responsibilities. Who is the Stock Fund Manager?

05.10	Planner simulates costs by resource requirements	The Planner calls the workload simulation package, which captured all resources (skills, materiel, facilities, equipment, etc.), and inputs RCC-approved rate tables from G004C by FY. Result of the simulation will count the direct labor hours and multiply the rates by category, to produce a funding requirement by category for program for the FY. Funds by category can then be associated with quantity of resources by category, and presented to FM as program funding requirements.	Planner	P1; G004C, G037E, G037F, G097 (PDMSS) Scheduling and Materiel Modules	Input: Resource requirements (time, materiel, equipment, tools, labor by skill, facilities) per operation within each MDS network, times the number of A/C for that MDS, added with all other MDSs during the FY. Resources are arrayed by month & by quarter, or as appropriate. Resources are further quantified as follows: Labor by skill code; materiel by NSN by direct reprables, other directs & indirects; materiel by part number by local manufacturing & local procurement; facilities by type (paint hangar, dock #, ramp parking, etc.) and quantity; equipment by type; special tools by NSN. Electronic report of materiel requirement by category for the entire fiscal year. Output: Required Program funding by resource category; Automated feed to G079	Production/Aircraft Directorate Budget Office should provide this output into G079. Currently partial simulation can be accomplished using G037F, but not to the extent defined above. The simulation as defined is a functional requirement for G097 (Planning Module). Modification of the rate tables (from G004C) must be simple, via a user-friendly system interface.
05.11	Planner provide Program fund req's by resource cat	The Planner provides to FM the Program funding requirements by resource category, as a result of the simulation accomplished in WBS 5.10.	Planner	G079		
07.0	SPO Requires UDLM	Customer (MAJCOM/Foreign Military Sales) generates (AFTO Form 103 IAW TO 00-25-107) work request to SPO Engineer for Unprogrammed work to the SPO. Planner prepares work package (Tasks and List of Materiel) with cost estimate. SPO Engineer coordinates with customer for funding and scheduled arrival of aircraft. The SPO coordinates with the Customer via FM for UDLM funding. SPO accomplishes an AFMC Form 206 using the coordinated fund cite. SPO forwards completed -206 to the planning element in the WSSC.	SPO PM	P3; None Defined	MAJCM AF Form 103 (work request) Output: AF Form 103 (to develop work specs); AFMC Form 206 (funding)	Not all ALCs use the same process/system for electronic transmission of automated -206s The SOW should be developed in an automated format. There exists a COTS software, product, owned by JLSC called ProPlan (from KBSI), in which the Work Specifications can be developed, and that also automatically publishes a summary of changes.
08.0	Planner Develops UDLM Work Package	Following receipt of the AFMC Form 206, the Planner activates the -206 in G004L (Temporary Control Number assigned). The Planner prepares the Unscheduled Depot Level Maintenance (UDLM) Work Control Document, which includes Tasks & Operations, Lists of Materiel, RCC and skills, and estimated hours.	Planner	G004L, G097 (PDMSS) Planning Module		The Planner would build this package in G097 (PDMSS) Planning Module, and that data should then be fed (overlaid) into G004L.
08.01	Planner converts 103 into UDLM Work Package	The Planner reviews the 103, and translates the tasks on the 103 into operations on a draft Work Control Document. The Planner identifies hours per operations by using tech orders or Engineering guidance/drawings. If a List Of Materiel for the UDLM does not accompany the 103, the Planner develops the LOM using available technical information.	Planner	P1 (load UDLM operations into G097, PDMSS Planning Module)		Capability to build UDLM-specific operations into G097 Planning Module?

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
08.02	Planner Validate non-Materiel Resources	The Planner identifies the non-materiel resources required to accomplish each operation defined on the draft WCD, to include skills, equipment, special tools, facilities, etc.	Planner	G097 (PDMSS Planning Module), G029, G019	Input: Defined operations on draft UDLM WCD; Facilities, Equipment, Skill, & Special Tool requirements. Output: Non-materiel resource requirements by operation.	Capability to build UDLM-specific resource tables in PDMSS?
08.03	RIM Research Materiel Resource Availability	The Retail Item Manager (RIM) reviews the List Of Materiel (LOM) defined within the Work Control Document (WCD). The RIM determines if the required materiel is available, the cost for the materiel, and determines options for procuring materiel that is not available, and the anticipated lead time. The RIM advises the Planner regarding the projected materiel supportability of the UDLM.	Retail Item Manager (RIM)	P1 (materiel supportability "forward look"); G402A (EPS), D035K	Input: UDLM List Of Materiel (LOM); resource materiel databases Output: Current materiel availability; price for required materiel.	WRAPPER applications available to expedite "forward look" materiel supportability reviews, but not deployed at all ALCs. RFM (D357) also represents the potential to do "forward look" for UDLMs with a longer lead-times.
08.04	Planner develops UDLM Network	The Planner reviews the UDLM Work Control Document and determines the of hours of work. The Master Scheduler then sequences those hours by operation.	Planner, Master Scheduler	G097 (PDMSS Scheduling Module)		Currently don't have the capability to incorporate UDLM into the MDS network.
08.05	Planner simulates UDLM Work Package	This work package is then introduced into the appropriate MDS FY schedule, and the Planner "runs" the simulation to determine the UDLM resource requirements (skills, materiel, facilities, equipment, etc.). The Planner collates total hours for the UDLM defined previously, with the price for materiel items identified by the RIM, to produce a cost for the UDLM.	Planner	P1 ("what-if" analysis of UDLM impact upon entire MDS Network); G097 (PDMSS)	Input: skill hours & rates; Materiel costs (D035K), facilities, equipment, special tool requirements & availability; UDLM schedule. Output: Price for UDLM, based upon labor hours & resource rates; resource shortfalls; preferred induction date.	Process requires the planning/simulation package to accepts & evaluate materiel, manpower, equipment, facility, available flow-time, etc. to evaluate the impact of all variables upon the network.
08.06 automated	Planner provides "Price-Out" to SPO	The Planner submits the results in the form of a "Price Out" to the SPO, plus the optimal time to introduce the UDLM into the schedule. The Planner can also elevate any obvious resource conflicts to the SPO.		Planner Spec development environment.		P3; Automated Work format. There exists a COTS software, product, owned by JLSC called ProPlan (from KBSI), in which the Work Specifications can be developed, and that also automatically publishes a summary of changes. The SOW should be developed in an
08.07	SPO Coordinates Cost & Schedules A/C ETA	SPO coordinates price with the customer, and prepares AF Form 206, which identifies the funding citation. SPO coordinates induction timing with the customer. SPO forwards 206 & schedule to WSSC.	SPO PM	None Defined		
08.08	Planner Assign T-JON to Aircraft	The Planner, having received the 206 and expected induction date, assigns a T-JON for the work, and inputs it into G004L. The T-JON is required by the Planner for the Work Control Document.	Planner	P2 (input UDLM data into G097, which then overlays the data into G004L); G097;		Should UDLM be planned in G097, with appropriate data overlaid into G004L (and other) systems.
08.09	Planner converts BOM to LOM; Input into G004L	The Planner converts the aircraft Bill of Materiel into a Tail Number-Specific, by-operational List Of Materiel (T-LOM), by correlating items from the BOM with the specific UDLM operations for a particular aircraft, and loading that information into the appropriate database.	Planner	P2 (input UDLM materiel data into G097 Materiel Module, which then overlays the data into the G004L); G004L, G097 (PDMSS) Materiel Module		This LOM is not the same as that developed within G005M for planned PDM. The Planner would build this LOM by tail number in the Materiel Module (PDMSS), and that data would then be fed (overlaid) into G004L. List Of Materiel (LOM) refers to the total list of materiel (Materiel Requirements List) developed by the SPO for the negotiated workload. The LOM is then converted to an operation-specific Bill Of Materiel and input into the appropriate system Materiel Module (to tie materiel to individual operations).

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
08.10	Planner develops WCD (958, 959, 173)	The Planner develops the UDLM Work Control Document (WCD). These tasks are accomplished IAW AFLCR 66-55, 20 Dec 1979, and AFLCR 66-5, 29 Jan 85. Subsequent to the work accomplished in WBS #8.1, the Planner assigns an operation number to each UDLM operation. The Planner associates each operation with the appropriate Resource Control Center (RCC), and inputs the data into G004L against the UDLM T-JON.	Planner	P2 (input UDLM data into G097 Planning Module, which then overlays the data into G004L); G004L, G097 (PDMSS) Planning Module.		The Planner would develop the WCD in the Planning Module (PDMSS), and that data would then be fed (overlaid) into G004L.
08.11	Planner issues WCD to ALS	The Planner issues the completed Work Control Document (WCD), with all defined operations, to the Aircraft Logistics Specialist (ALS).	Planner	None Defined		Can the UDLM WCD be developed and transmitted electronically, using data now resident in G097/G004L, and then only printed as required when actually issued to the mechanic?
08.12	Master Scheduler integrates UDLM into schedule	The Master Scheduler determines where the UDLM schedule should fit into the existing MDS schedule. The Planner then makes changes to the network in G097 (PDMSS). Once the UDLM schedule is input into G097, the supportability review(s) of all resources against that schedule are possible.	Master Scheduler, Planner	G097 (PDMSS Scheduling Module)		
09.0	Master Scheduler conduct Pre-Induction Conference	The Master Scheduler chairs the Pre-Input planning conference. Tail-number specific "Final Check" of requirements, & verification of depot capacity to accept the A/C, prior to A/C arrival. This is done 30 days prior to aircraft arrival. The Planner confirms with the SPO the arrival dates and configurations of the aircraft scheduled for PDM. The Records Section reviews the aircraft records provided by the customer to identify any new requirements. The Customer submits additional unprogrammed (AFTO 103) requirements to the SPO, who then forwards them to the aircraft company for resolution. Assemble & brief Tail Team on status of aircraft. The ALS, FLS, Planner, Project Administration Officer (PAO), & A/C Super review the information derived from the supportability "forward look" and aircraft history review, accomplish the "A/C Pre-Induction Checklist" to verify accomplishment of all required actions prior to A/C arrival, and begin developing any necessary contingency plans to maintain the integrity of the PDM/UDLM/Mod schedule (pre-arrival Maintenance Review Team (MRT) meeting).	Planner, Aircraft Logistic Specialist, Forward Logistic Specialist, Retail Item Manager (RIM), Aircraft Supervisor, Project Administration Officer (PAO), Forms & Records personnel; Supportability Specialist; Master Scheduler	P2: Automated visibility of consolidated field-level aircraft records; CAMMS, G097 (PDMSS Scheduling & Planning Modules); REMIS Inputs: Work Package, induction date, maintenance records (AFTO Form 781s & AFTO Form 95s), facility capacity, A/C reception checklist	Inputs: Work Package, induction date, maintenance records (AFTO Form 781s & AFTO Form 95s), facility capacity, A/C reception checklist Output: Report of new requirements, not previously identified that require action from the Planner & the RIM. Final instructions for dock preparation to accept the A/C. Final instructions regarding funding (open JON).	SPO must work with customer to receive aircraft records 30-days prior to aircraft arrival. Data repository of Aircraft by Tail Number history. See CAMMS/ REMIS for potential expansion. Currently the aircraft history is only available to the depot in the form of AF Form 103s provided by the customer. Field discrepancies should be documented and archived in a central database, which is accessible/visible to the depot. Work Around: 781s to be provided to ALCs from Commands 30-45 days prior to Aircraft arrival for repair at ALC.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
10.0	Planner Establishes, & ALS Opens JON	Planner identifies tail # & JON against a Control Number, & forwards that to Workloader, who then activates the obligation of those funds against the specific tail number in G004L. When inputting the three digit JON suffix to the existing 5 digit Control Number with a single-field Job Designator, the resultant 9 digit # will account for costs and resource control by Tail Number. Funding allocation, to include accomplishment of AF 181 & Control Number previously accomplished (WBS 26.0, SPO Obligates Funds; FM Updates Systems). At this time, costs associated with repair are funded using DMAG $$ (6E).	Planner, Master Scheduler (Workloader - Aircraft Company Budget Office)	P1 (Interface between G097 Planning Module & G004L); Planner inputs the 9-digit JON in G097; serialized in G004L, overlays to G004B to provide funding and cost visibility for the JON. G004B provides funded dollar amount overlays back to G004L. G037G computes RCC Indirect Rates once JON is opened, and passes info to G097 (PDMSS). P1 - system policy change: flexibility should exist to allow changing the tail # assigned to a particular JON, so that if parts are ordered on an open JON prior to aircraft arrival, and the arriving aircraft tail # changes, that the operator should be able to simply change the tail # assigned to that JON in G004L. Policy change to regulation governing G037E, which limits opening of the JON more that 15 days prior to A/C arrival, because G037E will auto-generate reports & cards as soon as the JON is opened.	Production Control Number (PCN), Job Designator, & JON Suffix Output: 9-digit Job Order Number (JON) into G004L	Currently the JON information must be entered into G004L & G037E. Info should only be entered once (preferably G097), with info auto overlaid into G037E & G004L.
10.01	Planner Verifies PDM Work Pkg in Sched System	The Planner reviews the data from the Quarterly Supportability review (WBS# 63.0) for currency/changes.	Planner	G037E; GO97 PDMSS		
10.02	Planner Verifies UDLM Work Pkg	The Planner creates the work package by utilizing "dummy deck" or AFMC 958s. Information necessary to accomplish creation of Work Package provided to Planner by the SPO. Funding for the Work Package is provided via an AFMC Form 206, and Production count is taken directly in the manpower cost accounting system.	Planner	G004L, G097 (PDMSS), G028 (MEDS - AFMC 958)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
10.03	Planner verifies MOD work package	The Planner reviews the data from the Quarterly Supportability review (WBS# 63.0) for currency/changes.	Planner	G037E, G097 (PDMSS)		
10.04	Planner fwd JON info to Workloader for G004L	The Planner "serializes" the JON (i.e., links a specific aircraft serial number to a three-digit Job Order Number suffix). The Planner then forwards this information to the "Workloader", who then inputs the serial number/JON suffix data into G004L. At this point DMAG funds become available in Maintenance Data Systems for use.	Planner	G004L		Is the above-identified Workloader considered a Planners (GS-895) as defined by the AREP process? Do they work outside the WSSC? How will the functions of a funds Workloader correlate with those of a WSSC Planner, with regard to series & grade?
10.05	Planner Validates Fixed Price Worksheet	The Planner receives the task listing from the SPO; tasks are categorized as either "fixed-price" or "options". The Planner validates which tasks on the list will be worked. The validated list is used to make final adjustments to the tail-number specific Work Package by loading the appropriate options into G037E. The Planner returns the validated list to the SPO.	Planner	None Defined		Some A/C Companies may prefer a Fixed Price by Mission Design Series (MDS).
10.06	Planner loads the Work Package into system	Planner selects operations by Work Categories & Configuration codes, & inputs them into G037E IAW AFLCR 66-55, Chap 3 Sec B, para 3-5, which connects to G004L (for production count). The result is a tail-number specific schedule and BOM by operation.	Planner	P1 (Interface between G097 Planning Module & G004L); Planner inputs the 9-digit JON in G097; serialized in G004L, overlays to G004B to provide funding and cost visibility for the JON. G004B provides funded dollar amount overlays back to G004L. G037G computes RCC Indirect Rates once JON is opened, and passes info to G097 (PDMSS).	Input: PCN, Job Designator, & JON Suffix Output: 9-digit Job Order Number (JON) into G004L	Scheduling system should be linked with the cost accounting system, such that the Planner loads the Work Categories & Configuration Codes with one action in one system (i.e., PDMSS Scheduling Module).

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
10.07	ALS opens JON	The Aircraft Logistics Specialist opens all applicable control numbers (for MODs) connected to the JON in the cost accounting system (G004L). Materiel can now be ordered against the aircraft JON.	Aircraft Logistics Specialist	G004L, G097 (PDMSS) P1 - system policy change: flexibility should exist to allow changing the tail # assigned to a particular JON, so that if parts are ordered on an open JON prior to aircraft arrival, and the arriving aircraft tail # changes, that the operator should be able to simply change the tail # assigned to that JON in G004L. Policy change to regulation governing G037E, which limits opening of the JON more that 15 days prior to A/C arrival, because G037E will auto-generate reports & cards as soon as the JON is opened.	Activity Based Info: Input: PCN, Job Designator, & JON Suffix Output: 9-digit Job Order Number (JON) into G004L	Scheduling system should be linked with the cost accounting system, such that the ALS opens the JON with one action in one system (i.e., PDMSS Scheduling Module).
11.0	Aircraft Arrives; Start Flowday; Operation Begins	Aircraft arrives on station. Aircrew turns in flight records and is debriefed. The Aircraft Logistic Specialist (ALS) Team Coordinator/Lead inputs arrival date into the scheduling system (G097) to start the flow day count.	Aircraft Logistic Specialist (ALS) Team Coordinator (T/C)/Lead	G097 (PDMSS)		

WBS	Title:	Description:	Performed by:	Systems:	Activity based info	Issues:
12.0	Resolve Unpredictable Requirements	As opposed to Programmed Requirements (PDM & MODs) & Unprogrammed Requirements (UDLMs), which may have been worked for up to two years in advance, Unpredictable Requirements are identified anywhere from 30-days prior to arrival, up through aircraft departure. Unpredictable Requirements can be discovered during the following activities: Records Review (accomplished at the Pre-Induction Conference) Pre-Dock Inspections Programmed Dock Activities Functional Test and are simplistically named: Mechanic "Stumble-Ons" (AFMC 173 and/or Maintenance Work Requests) - Low-% Planned Operation - Unplanned Operations Engineering Assistance (AFMC 202) - In-Scope of MRRB (Planned & Funded), i.e. Project Approved - Out-Of-Scope of MRRB (Unplanned, but Over & Above funded) Unplanned Routed Repair (AFMC 947) This activity processes the above-defined Unpredictable Requirements. Unpredictable Requirements (not planned low-%) must be approved by the MRT prior to being worked by Production. If approved by the MRT, the work is assigned an operation number, and incorporated into the production schedule. Discrepancies not approved for work by the MRT are archived and presented to the customer when the aircraft is delivered. The PAO funds the authorization if the work is "over and above". The activities may require a new operation, repaired part, ordered parts, manufacture, or schedule change. Discrepancies that are a planned low-percent are "qualified" by the ALS. Production, the MRT, & the Program Administration Office (PAO) review any Unpredictable Requirements, and determines it's impact upon planned PDM/MOD, along with the anticipated cost. If the discrepancy is project related, or represents a "Safety Of Flight" problem, the necessary task to correct the discrepancy is loaded into the PDM work package, and the PAO notifies the customer. If the discrepancy is not "Safety Of Flight" or project related, the PAO notifies the customer of the discrepancy details, to include additional time and cost. The customer, in turn, determines whether they want the work loaded as part of the PDM. In either case, a reevaluation of the PDM timeline may be needed to account for the addition of the new task. Such accounting would include the additional facilities, tools, manpower, and materiel inherent in the task. If the work is added to the work package, the PDM schedule and supportability will be re-worked by the WSSC to account for the new task.	Production, Maintenance Review Team, and Aircraft Logistic Specialist, Project Administration Office (PAO), Supportability Specialist, Synchronization Rep, Forward Logistics Specialist, Planner	G097 (PDMSS)	Simulation identifies to the Process Worker the impact of adding the proposed unprogrammed requirement into the Tail# network, & how that change will, in turn, impact the MD-specific, and total (Master) networks. The system identifies specific constraint info relevant to resource shortages, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period, and impact to resource availability, based upon resource requirements for all other tasks for all other aircraft within the timeframe covered by the simulation. Input: Tail-specific MDS schedule, Job Order Number (JON), resource availability by EDD, resource requirements (projected demands) and RDD Output: Reprt of items for which the EDD is greater than RDD by NSN, delta between EDD & RDD by document #; skill shortages, equipment & special tool shortages, corrections to Operation Packages and MOD/TCTO Kit packing lists. Specific solutions for specific aircraft to resolve individual supportability shortfalls by tail number and operation. Trend & solution data is fed to P&A for the Quarterly & Annual reviews.	

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
12.01	Requirements Discovered during Functional Test	During check-flight or functional test phase, unpredictable requirements are identified.	Production, Flight Crew	None Defined		
12.02	Requirements discovered during Pre-Dock	Production discovers and records unpredictable requirements during pre-dock strip, Non-Destructive Inspection (NDI), and Examination & Inventory (E&I) inspection, which are not part of the programmed work package.	Mechanic	None Defined		
12.03	Requirements discovered during Dock	Production discovers and records unpredictable requirements during scheduled dock operations, which are not part of the programmed work package.	Mechanic	None Defined		
12.04	Requirements Discovered During Records Review	During the Pre-Induction Conference, the Aircraft Logistics Specialist (ALS) reviews the aircraft 781s and compares them with the aircraft history supplied by the customer 30 days prior to aircraft arrival, to identify unpredictable requirements.	Inspectors and ALS	None Defined	Forms and Records	
12.05	Mechanic IDs Low-% Planned Operation to ALS	The mechanic/Production identifies the planned low-percent task to the Aircraft Logistic Specialist (ALS).	Production/mechanic	G097 (PDMSS Scheduling Module)		
12.06	ALS "qualifies" low-% operation	The Aircraft Logistics Specialist (ALS) qualifies the planned low% operation. The production scheduling system then issue these work control document (e.g. -173 card) associated with the identified low-percent task at the start of the associated Major Job.	Aircraft Logistics Specialist (ALS)	G097 (PDMSS Scheduling Module), G037E		
12.07	Mechanic initiates WCD for unplanned operation	The mechanic that discovered the defect accomplishes a discrepancy worksheet (i.e., draft -173 document/Maintenance Request) that details the defect. The mechanic also includes the part number & T.O. figure & index for materiel required to accomplish the task.	Production/mechanic	None Defined		OO-ALC uses an automated "Maintenance Request" which expedites the process of review & approval of unplanned work.
12.08	Mechanic submit 173 document to ALS	The mechanic that accomplished the -173 document(s) / Maintenance Request(s), submits it to the ALS.	Production/Mechanic	None Defined		
12.09	ALS verify -173 is not pre-planned low-%	The ALS verifies that the Maintenance request / hand-scribed -173 is not already a pre-planned low-%	Aircraft Logistics Specialist (ALS)	G097 (PDMSS)		
12.10	MRT reviews -173 document data	The Maintenance Review Team reviews unpredictable discrepancies input and transmitted to it via the appropriate automated system. The MRT determines whether the identified discrepancy is project related. If it is, the MRT verifies/corrects hours, and accomplishes the appropriate data IAW AFMC/LPP 66-55.	Maintenance Review Team	G097 (PDMSS)		The weapon system type will determine whether the Program Administration Office (PAO) is involved. Negotiated/bid contract awards will be looked at to determine exact financial involvement.
12.11	MRT Approve work as In-Scope (Hours & Funds)	The MRT Approves the Unpredictable Requirement as within the scope of the Programmed Work Package. The MRT approving the hours for work within existing funding.	Maintenance Review Team (MRT); Planner	None Defined		
12.12	MRT Request Funding from PAO	The MRT has approved the work, but has no available funds. The MRT request funding from the PAO.	Maintenance Review Team (MRT); Planner	None Defined		
12.13	Disapproved discrepancies are archived	Discrepancies disapproved for work by the Maintenance Review Team are archived. They will be presented to the customer upon aircraft delivery.	Records Personnel	None Defined		

		Description:	Performed by:	Systems:	Activity Based Info	Issues:
12.14	PAO Approves Funds for Above Program Work	Project Administration Office (PAO) reviews unpredictable, unbudgeted Over And Above work. If the customer approves the work, the PAO obligates money against the work specs/schedule.	PAO	None Defined		Unprogrammed, unpredictable tasks must be tracked by the ALC to a degree that the ALC can present that data to the customer during subsequent MRRBs, for the purpose of including recurring unprogrammed, unpredictable tasks into future negotiated Work Specification. Definition: UNPROGRAMMED - Not a part of the Work-Spec UNPREDICTABLE - A negotiated block of hours/money, within the scope of the Work Specification, available to assign against any unprogrammed discrepancies discovered in the course of performing programmed maintenance. Each task has a block of hours. OVER & ABOVE - Unprogrammed work which is outside the scope of the Work Specification. OVER & ABOVE is negotiated at the MRRB, using the same rates as that for the Work Spec.
12.15	PAO disapproves above program work	The PAO determines that the identified discrepancy either falls outside the Scope of the PDM/UDLM/MOD and is not Safety Of Flight, or other wise determines that they will not fund the repair identified by the Engineer.	PAO	None Defined		
12.16	Planner Develops Work Package for Approved Work	The Planner reviews the funds approved by the PAO for the task and hours approved by the MRT, and develops the work package. This package includes any follow-on tasks precipitated by the task. The Planner reviews the list of materiel identified by the mechanic as required to perform the unplanned operation. The Planner will either approve or modify the list, & then submit the materiel requirements along with their assessment of hours to the MRRB for approval.	Planner	G097 (PDMSS Materiel Module); D230 (MPS)		
12.17	Planner assess and adjusts the critical path	The Aircraft Logistic Specialist coordinates with the Planner to determine how to reconfigure the critical-path schedule for the subject aircraft. The Planner then reconfigures the critical path in the production scheduling system for that particular aircraft. The Planner then inserts the new task into the network.	Planner; Aircraft Logistics Specialist	G097 (PDMSS Planning Module)		
12.18	ALS "qualifies" the operation in the sched sys	The ALS qualifies the operation in the G097 Scheduling Module, which qualifies that operation (i.e., it is funded, materiel can be ordered against it, etc. -qualification is overlaid into G037E). If the job is a low%, the ALS will input the desired code to cause the card to drop when desired. If the job is unplanned, the card is already on-hand from the MRT.	Aircraft Logistics Specialist (ALS)	G097 (PDMSS Scheduling System)		How different centers take production count for unplanned work.
12.19	Planner fwd materiel rqrmnts to ALS/FLS	The Planner approves the known materiel requirements, and forwards them to the ALS/FLS to order.	Planner	None Defined		
12.20	Prdct'n Rqst Engr Assist via -202/-103 (In-Scope)	The mechanic requests Engineering disposition of item/assembly via an AF 202/-103 (manual or automated).	Production/Mechanic	None Defined		Different ALCs have developed local systems & applications solutions, but none are standardized.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
12.21	Mech submit Out Of Scope Engineering Request	If the discrepancy which generated the -202/-103 request is not within the scope of an existing Operation, Production generates a "hand-scribed" -173, -958, -959 or Maintenance Request, as appropriate. An operation number must exist in order to link the -202 with the discrepancy on the aircraft.	Production, mechanic	EDTURS		
12.22	Planner I.D.s appropriate T.O. repair	The Planner reviews appropriate technical data, and locates the appropriate repair for the identified discrepancy.	Planner	None Defined		
12.23	Planner return request to Mechanic	The Planner returns the -202/-103 request to the Mechanic. The Planner includes the appropriate T.O. reference for the repair with the returned -202/-103.	Planner	None Defined		
12.24	Planner reviews & verifies no T.O. repair	The Planner reviews the -202 request to verify there is no repair defined within available tech data. The Planner reviews -202 archives to verify that the discrepancy wasn't already defined and via a previous -202. If it is, the previously-defined repair is identified to Engineering.	Planner	None Defined		Different systems, some locally- developed, are used by each ALC
12.25	Planner forward -202/-103 to Engineer	The Planner forwards the -202/-103 request for engineering assistance to the appropriate Engineer (SPO).	Planner	None Defined		
12.26	Engineer develops SOW for repair	The Engineer reviews the discrepancy as submitted, and determines an appropriate statement of work (SOW) for repair or disposition. The engineer will include repair steps, load / no load situations, location, and overall 'how-to' instructions for the repair. The SOW is primarily used for routed repair of large areas of the aircraft. The Engineer & Equipment Specialist identify any materiel required to accomplish the repair. -202s are normally valid/current for 120 days	Engineer	None Defined		This process uses different levels & forms of automation to expedite the transmission of information - there is no standard data system.
12.27	Planner assembles package for hours	Planner obtains funding. The repair package is developed base on the SOW the engineer provides. The Planner determines the hours needed by skill code for the repair. The planner will then input the hours by operation into Scheduling System.	Planner	G097 (PDMSS)		
12.28	Eng disposition item no repair, refer A/C to PAO	The engineer dispositions the aircraft as appropriate, i.e. one-time flight until item is available or repair is defined, or condemn aircraft.	Engineer	None Defined		
12.29	Engineer determines discrepancy is SAI	The Engineer determines that the identified discrepancy is not a defect, and dispositions it as Serviceable As Is (SAI).	Planner	None Defined		
12.30	Engineer forwards SAI'ed -202 to Planner	The Engineer forwards the SAI'ed -202 back to the Planner.	Engineer	None Defined		
12.31	Planner files copy of SAI -202, fwd to ALS/FLS	The Planner files the SAI-ed -202 for their records, which are maintained for two years, The Planner forwards a copy of the SAI'ed -202 to the ALS of the subject aircraft.	Planner	None Defined		
12.32	ALS attach to -173, clears discrepancy & archives	The ALS attaches the returned, SAI'ed -202 to the -173/Maintenance Request, and clears the discrepancy as "no defect" The ALS then archives the -202/discrepancy to submit to the customer upon completion of the PDM.	Aircraft Logistics Specialist (ALS)	None Defined		

		Description:	Performed by:	Systems:	Activity Based Info	Issues:
12.33	Engineer determine Local - In Hangar Repair	The Engineer defines a Statement Of Work (SOW) for repair that is effected directly on the aircraft, without sending any items into the local back-shops for repair.	Engineer	None Defined		
12.34	Planner requests a 206 authorization from SPO PAO	Planner requests a 206 authorization from the SPO PAO to fund the Unpredictable repair using PAO "discretionary" funds, or the PAO requests funding authorization from the SPO. A Temporary Production Number is required if a 206 is issued (WBS#13.0).	Planner, PAO	None Defined		The created 206 should drive the Item Manager to update RSD funding (G336).
12.35	ALS submits item for "one of a kind" "shoe tag" repair	The MRT approves a limited (non-MISTR/overhaul) repair for an item. The ALS introduces the item into the back-shop with a "shoe-tag" Work Control Document (AFMC /945 947/137) for a "one-time", "limited repair" (e.g. Spot Weld). The Fixer determines that the item will be manufactured using PDM funds, exclusive of any Item Management support. The incidence of PDM funding for manufacture/repair of items in response to non-support from the Item Manager will be captured and presented as an AREP metric.	Aircraft Logistics Specialist (ALS)	P1 (Item Tracking through back shop); G337 (ITS), G097 (PDMSS Materiel Module)		
12.36	Planner directs ALS to route item for repair	The Planner directs the ALS to route the item for repair IAW the instructions on the AFMC Form 958.	Planner	None Defined		
12.37	ALS Routes item to Back Shop for Repair	ALS Routes item to Back Shop for Repair; inputs item data into tracking system.	Aircraft Logistics Specialist (ALS)	P1 (track status of item through backshop); G337 (ITS)/G097 (Materiel Module)		
12.38	ALS notify Sync Team to update hot item list	The Planner provides the item RDD to the Sync Team. The Sync Team will update the hot item list with the new RDDs. With routed repair items (shoe tags) the hot item list will also be updated. Hot Item: Item for which the EDD > RDD; item is processed/repaired by Industrial Operations resources	Aircraft Logistics Specialist; Sync Team Rep	None Defined		
12.39	Planner runs simulations of workload package	This simulation is run at the discretion of the Planner, depending upon the anticipated impact to the Network of the Unpredictable Requirement. Planner determines whether the Unpredictable Requirement is a Critical Path or Parallel operation. If Critical path, the operation is located within the Network IAW the dependency. Unpredictable requirements are transformed into a work package comprised of operations and resources by type. The resources by type are arrayed against the tail-number schedule, to determine the best fit for the operations in the schedule, while not extending the'AMREP date. Resource requirements are then compared against resource availability.	Planner; Master Scheduler	P1(capability to determine optimized placement of the Unpredictable Requirement within the existing Network with regard to available resources); G097 (PDMSS Scheduling Module).	Input: Existing tail-number network, hours & resource requirements by type for Unpredictable Requirements. Output: Optimized placement of the Unpredictable operation(s) within the tail-number network, resource requirements by type against resource availability, highlight resource shortfalls, potential impact upon AMREP.	Best method for determining placement of Parallel Unpredictable Requirements within the Network. Currently Production determines how, when, & with what resources to work Unpredictable Requirements (current Networks are built with limited buffer hours to accommodate those Unpredictables). Determination could involve extra shift, overtime, redirection of skills/resources from other aircraft, etc. Required simulation/optimization capability currently does not exist in any system.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
12.40	Collect & report to P&A time & cost of sched delay	Delays to schedule, along with the associated costs, are collected and reported to the Procedures & Analysis section. These cost are then reported up the chain, starting with the Fixer. Planners should also review the collected history of low-% and approved unpredictable tasks on a quarterly basis, to determine whether those tasks should be included in future work packages, or whether the occurrence factor should be changed.	Planner; P&A Team	G097 (PDMSS); GO37F		
12.41	Buyer & Prod Ctlr Negot wkld & adjust RSD (G336)	The adjusted workload is an automated AF 804 in the G336. This pertains to RSD funding for repair. The Planner contacts the PIM for a -206, and to establish a "T" job in G004L, for one-time repair of the routed item.	Planner	G004L; G097 (PDMSS) The initial workload is a AB405; G336 (which		
12.42	PAO Request additional Funds from Customer	The PAO Requests additional Funds from Customer to perform the Unpredictable work.	PAO	None Defined		
12.43	Planner Adjust Fixed Price Sheet	Planning adjusts the Fixed Price Sheet to reflect the additional request.	Planner	None Defined		
12.44	PD Fin Analy Approve Amnded Fixed Price Sheet	Production Division Financial Analyst approves the amended Fixed Price Sheet (A/C).	Production Division Financial Analyst	None Defined		
12.45	Approver Review & Fwd to Initiator for Amendment	The Production Division Financial Analyst approves, & forwards the Fixed Price Sheet to the Initiator for creation of an amended 181.	Production Division Financial Analyst	None Defined		
12.47	DCMC evaluate Unpredictable Requirement for Aircraft Contract Repair	Planner forwards unpredictable requirement to DCMC for approval to do the work specified. DCMC determines the price, and either approves or disapproves the work.	Planner & DCMC	None		
13.0	Planner initiates Program Control # (PCN) if req'd	Planners assign PDM, Temporary, or MISTR Control Number. Control Numbers are governed by AFLCR 66-55 20 Dec 1979, section K, para 2.34(a)8. This number is sometimes referred to as a Production Control Number (PDN), or a Maintenance Work Control Number.	Planner	G336; G004L, G037E, G097		
13.01	Planner establishes a Control Number (G336)	Planner establishes a Control Number and Job Designator via an automated AF 600D (for A/C Only). Control Number is a five-digit numeric which when added to the Job Designator (a one-position alpha), becomes a Production Number.	Planner	G336		
13.02	SPO Defines Unprogrammed Requirement (206)	Work not programmed or funded during the MRRB is presented to the WSSC planner by the SPO.	SPO; Planner	None Defined		
13.03	LG Verifies Fund Availability; Passes to Acceptr	FM verifies funds are available for obligation for the requested work, & passes the -206 to the "Acceptor".	ALC/LG	None Defined		
13.04	DMAG Acceptor disapproves - returned to SPO	The DMAG Acceptor disapproves the 206 request, and returns it to the SPO for clarification/redefinition.	DMAG "Acceptor"	None Defined		

		Description:	Performed by:	Systems:	Activity Based Info	Issues:
13.05	DMAG Acceptor OK; Passes 206 to Workloader	The DMAG "Acceptor" approves the 206 request, & passes it to the Workloader.	DMAG Acceptor	None Defined		
13.06	Planner establish Temp Prod Nbr (G336)	The planner establishes a temporary production number via an AF 206 for all temporary workload including A/C, MODs, Local Manufacture, etc.	Planner	G336; G004L		
14.0	Conduct PRE-DOCK Activities IAW Schedule	Activities are performed IAW Schedule. Activities include Safety of Flight Records Review, Non-Destructive Inspection (NDI), strip and FOM Routing (if applicable). No unexpected activities occur. See Pre Dock Unprogrammed Activities for unexpected activities which are required. Review the aircraft records (AFTO 781 & AFTO 95) compare the records with the work spec and identify and verify that all discrepancies identified during induction are reflected.	Safety Office and NDI Inspectors; Materiel Handler/Examiner does rout to Tail # Bin; Aircraft Logistics Specialist (ALS) joins aircraft at Pre-Dock; Records Section Personnel	G097 (PDMSS Scheduling Module)		
14.01	Accomplish Pre-dock Records Review	Review the aircraft records (AFTO 781 & AFTO 95) compare the records with the work spec and identify and verify that all discrepancies identified during induction are reflected.	Maintenance Review Team (MRT: ALS, FLS, Master Scheduler, Planner, PAO, First-Line Super/Crew Chief), Form & Records personnel.	CAMMS, REMIS, D042 CEMS (engine data)		The Planner chairs the meeting, & by inference is therefore accountable for this activity
14.01.01	Records Section Inventory Jacket File	Records Section personnel inventory aircraft jacket file, and sign for transfer of aircraft on AFTO Form 290. Annotate what is missing and notify home station to send missing documents.	Records Section personnel	None Defined		
14.01.02	Records Personnel Remove AFTO 95	Records personnel remove the applicable AFTO Form 95 for components going into repair, overhaul or being replaced. (i.e. Fuel Cell bladders, Boom, Landing Gear, etc.).	Records Section personnel	None Defined		
14.01.03	ALS Pick-Up AFTO 95 from Records Section	The ALS picks-up AFTO Form 95s for components identified for repair, overhaul or replacement IAW the schedule.	Aircraft Logistic Specialist (ALS)	None Defined		
14.01.04	Records Section Record Engine Data	Records personnel record engine data into D042A CEMS. Update reflects engines removed from airframe.	Records Section Personnel	D042A, Central Engine Management System (CEMS)		
14.01.05	Records build TCTO list	Records personnel record TCTO history from aircraft jacket file and G099 REMIS, and forward to ALS for work during PDM.	Records Personnel	Word Processor, G099 REMIS; PMSS (C-130 peculiar); DREAMS (F-15 peculiar)		
14.01.06	Record Section Compile list of Open 781 discrep'cy	Records Section personnel send copies of open 781 A & K discrepancies to MRT for review.	Records Personnel	Records Section Personnel		
14.01.07	Records build Time Change Item (TCI) list	Records Section personnel record Time Change Item (TCI) information from 781 Forms and forward to planner.	Records Personnel	PMSS (C-130 peculiar); DREAMS (F-15 peculiar)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
14.01.08	Records build Time Phased Inspection (TPI) List	The Records Section reviews the records to identify any outstanding Time Phased Inspection requirements.	Records Personnel	CAMS, G099 (REMIS), PMSS (C-130 peculiar); DREAMS (F-15 peculiar)		
14.02	A/C Stripped	Production de-fuels & de-arms the A/C, & prepares it for maintenance. Production begins disassembly IAW planned tasks/operations identified in the appropriate A/C network.	Mechanics	None Defined		
14.03	Planned "Process Routes" sent to back shop	Some items are negotiated to be routed for inspection and repair as part of the negotiated work specification. This work is not considered MISTR, and is not inducted into EXPRESS (planned & negotiated "process route"). Certain scheduled and negotiated repairs require back shop personnel to conduct the repair at or on the aircraft, as opposed to shipping the item to the back shop. The work will still be "inducted", and time accounted as though the work were being physically accomplished in the back-shop.	Aircraft Logistics Specialist (ALS)	G097 (PDMSS), G337 (ITS).		Both G097 and G337 have the capability to record induction and return times. Both can reflect status, if input by the back shop. In addition to the Induction date, need capability to add Required Delivery Date (RDD), and A/C tail #. The back shop must be able to input the Expected Delivery Date (EDD - return to A/C), to include changes to the expected delivery date. The ALS, Sync Rep, and back shop should have visibility of above-defined data. The sync rep will actually resolve problems with EDD & RDD with the back shop.
14.04	Item status monitored and capability to record updated	The backshops update the status of aircraft items in process in the back shops in the appropriate tracking system. The ALS & Sync Team rep monitor the status.	Specialist (ALS); Sync Team Rep, Back Shop Scheduler	Aircraft Logistics G097 (PDMSS), G337 (ITS)		Both G097 and G337 have the capability to record induction and return times. Both can reflect status, if input by the back shop. In addition to the Induction date, need capability to add Required Delivery Date (RDD), and A/C tail #. The back shop must be able to input the Expected Delivery Date (EDD - return to A/C), to include changes to the expected delivery date. The ALS, Sync Rep, and back shop should have visibility of above-defined data. The sync rep will actually resolve problems with EDD & RDD with the back shop.
14.05	Turn-In Stripped Planned Exchangeables	Incident to Planned operations, the mechanic removes those "exchangeable" items as specified, and identifies them for turn-in.	Mechanic	None Defined		
14.06	NDIs and E&I inspections initiated	Non-Destructive Inspections (NDIs) and initial Examination & Inventory (E&I) inspections are accomplished by Production in accordance with the appropriate A/C network.	Production	None Defined		
14.07	ID unplanned exchangeable requirement	Incident to inspection, an item that was not planned for exchange is identified for exchange.	Mechanic	None Defined		
14.08	ID unplanned back shop repair requirement	Incident to inspection, an item that was not planned for repair is identified for repair in the back shop.	Mechanic	None Defined		
14.09	Production Prepare & Certify F OM Items for Storage	The Mechanic removes the item from the A/C IAW T.O. guidance. The Mechanic certifies that the item is serviceable. The Mechanic prepares the item for safe storage in the TNB IAW T.O. guidance.	Mechanic	None Defined		
14.10	Prod ID & Request Required Materiel for Re-Install	The Mechanic identifies any additional materiel required for reinstallation of the F OM-removed item, and requests the materiel against the re-assembly operation.	Mechanic	P1 (D230 (MPS) deployment)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
14.11	Item prepared for induction/ turn-in	After aircraft is stripped or inspected, some items are identified as "Unplanned Requirements" and are either routed to the back shops for repair, or are turned is as "Exchangeables". "Planned" requirements include "Process Routes" and "Exchangeables". All four types of items must be condition certified and prepared for induction/storage, with proper documentation IAW T.O. guidance, prior to being processed for repair/exchange. Critical information includes: JON Operation "T" Number RDD Tail # Serial Number if applicable Program Control Number (PCN) exists in G005M to control materiel funding on particular operation. AFMC Forms 137, 206 and, in backshops, 958 and 959 are used.	Materiel Handler/Examiner	G337 (Inventory Tracking System), D012 (Make-it), G097 (Materiel Module).		1. There must be an interface link between G337 and D012 with G097. 2. AFMC has edicted use of ITS IAW DIFMS deployment - to be THE STANDARD Repair tracking system for "Job Routing". Real Time status is required as it relates to location, constraints and EDD. 2. G337 is used @ OC-ALC; Locally developed database/spreadsheet and D012 are used @ WR-ALC; G097and local spreadsheet are used @ OO-ALC. ITS assigns an IT# when data is input into ITS. Real Time status is required as it relates to location, constraints and EDD.
14.12	Mechanic Performs Scheduled Operations	Mechanic performs scheduled operations IAW network and critical path by individual aircraft - ALC and aircraft-specific.	Mechanic	G097 (PDMSS Scheduling and Execution Modules)		
15.0	Conduct DOCK Activities IAW Schedule	Activities include all operations identified within the network, peculiar to a specific aircraft. Activities include Mechanic requesting bench stock item or non-kit/operation package item which is on the BOM, ALS issuing supportable cards, mechanic log on & off planned operations, mechanic performing prescribed operations to standard (to include remaining Non-Destructive Inspection (NDI)), Mechanic requesting materiel for unplanned materiel, or mechanic turning in kit residue or unused parts.	Mechanic, Supply Tech, Aircraft Logistics Specialist	G097 (PDMSS Scheduling, Production, & Materiel Modules); D230		
15.01	Production accomplish work on aircraft	Production accomplishes work on aircraft IAW established aircraft network. Mechanics log on & off work in the Production Tracking Module (G097 OPT).	Mechanics	G097 (PDMSS Scheduling & Production Tracking Modules) P1: Radio Frequency (RF) network connectivity capability is required wher work is performed on aircraft located outside of a hanger on the ramp.		
15.01.01	First-Line Supervisor logs into PDMSS (OPT)	The First Line Supervisor logs into PDMSS Segment One screen to open the system for inputs about operations.	First-Line Supervisor	G097 (PDMSS Production Count Module)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
15.01.02	ALS issues supportable cards to the mechanic	The ALS issues to the mechanic supportable WCDs, in not greater that 10 work-day increments, based upon the results of the 10-day "forward look". The intent is to ensure that non-supportable cards by operation are not issued to the mechanic. The ALS issues workable and supportable WCDs to the mechanic IAW the schedule that has been agreed to by the Tail team.	Aircraft Logistics Specialist	G097 (PDMSS - issues the WCDs)		Can the ALS use the delay codes currently available in PDMSS related to Actual Hour Tracking/Operation Performance Tracking (OPT) module to account for mechanic delays, to identify the reasons why tasks are not supportable. The delay code thus employed would register within the scheduling system the actual delay, the cause of the delay, plus identify any impacts to the critical path caused by the delay.
15.01.03	Supervisor selects from available, supportable ops	The supervisor selects from supportable operations WCDs for which skills and resources are immediately on-hand, IAW optimized employment of those resources.	First-Line Supervisor	G097 (PDMSS Production Count Module)		
15.01.04	Supervisor assigns employees to operations	Supervisor assigns operations to employees based upon their skill.	First Line Supervisor	None Defined		
15.01.05	Mech logs-in w/Badge ID & WCD/Operation#	Mechanic logs-in to system with bar-coded ID badge and then with the WCD. After logging into the operation the mechanic begins work on the assigned operation, and the system tracks time spent. Right now Tinker is using Bar-coded ID that contains E for Employee, last four numbers of social security number, and the first three letters of last name, i.e. E8916 for Norm Allinder. If the operation requires PAC certification, and the mechanic is not certified, the system will not allow the mechanic to log on.	Mechanic	G097 (PDMSS Production Count Module)		
15.01.06	Mech or authorized user "delay-codes" Operation	When the operation becomes delayed for any reason (lack of skills, materiel, equipment, or when the supervisor pulls them for another task, detail, or to assist another worker on another operation, etc.) the mechanic, supervisor or ALS will enter the appropriate delay code for the reason it is delayed. Delay codes will be tracked & reported.	Aircraft Logistic Specialist (ALS); Mechanic; First Line Supervisor	G097 (PDMSS Production Count Module)		The ALS should be able to use the delay codes currently available in PDMSS related to Actual Hour Tracking/Operation Performance Tracking (OPT) module to account for mechanic delays, and to identify the reasons why tasks are not supportable. The delay code thus employed would register within the scheduling system the actual delay, the cause of the delay, plus identify any impacts to the critical path caused by the delay. The history of delays and causes can then be provided to the WSSC P&A Section for review and analysis.
15.01.07	ALS/Authorized User ends Delay Status of Opn	The ALS, mechanic, or "authorized user" ends operational delay, which ends the time ascribed to the delay code associated with the operation. The operation is now considered "supportable", and can be worked.	Aircraft Logistics Specialist, Mechanic, First-Line Supervisor	G097 (PDMSS Production Count Module)		
15.01.08	Mechanic performs ops IAW crit path sched	The mechanic performs maintenance tasks IAW the schedule, as per the WCDs provided by the ALS. Mechanic performs the operation as specified on the WCD. The time it takes to perform will be automatically recorded and will provide planners and production management a true time for planned operations.	Mechanic	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
15.01.09	Mechanic "completes" Opn on OPT	Mechanic completes the operation and logs off in the OPT screen. This "log off" will record the time spent on the operation and automatically take production count.	Mechanic	G097 (OPT Module)		Taking production count will obviate same activity in WBS 16.1, ALS takes Production Count. Additionally, G097 will feed the actual hour data into G037E which overlays into G037G and compares those hours to earned and standard hours. If G037E is turned off, as projected, another system must capture this data.
15.01.10	First-Line Super inputs Exception Hours into TASYS	The First-Line Supervisor inputs Exception (non-Code "11", i.e. training, etc.) Hours into TASYS. The First-Line Supervisor is also considered the "Timekeeper".	First-Line Supervisor	H117 (TASYS), G097 (OPT)		Deployment of G097 (OPT), First-Line will input exception time into OPT, which will overlay into H117.
15.02	Mechanic requests bench stock as needed	The mechanic requests bench stock from their Forward Support activity.	Mechanic	None Defined		
15.03	Supply Tech issue Bench Stock items to Mechanic	Supply Tech issues Bench Stock to Mechanic. The Supply Tech makes entry into PDMSS by NSN, part#, & Qty via bar-code.	Supply Tech	G097 (PDMSS Materiel Module)		Prime Vendor may redefine the procedures for accounting for bench stock. An interface should exist between G402A and G097 (PDMSS Materiel Module) in order to both track usage for planning purposes, as well as to monitor the quantity on hand vs. the reorder point. Require bar-coding for inventory control. D230 (MPS) is planned to have the required G402A/G097 interface, but is not currently fielded t all ALCs.
15.04	Supply Tech manages bench stock inventory	The Supply Tech will stock, store, order and control indirect materiel. Monitor quantity on hand vs. required stock level, and order replenishment when the reorder level is reached. Determines if usage warrants changing the required stock level (either increase or decrease).	Supply Tech	P1 (bar code for inventory control); G097 (PDMSS Materiel Module), G402A (EPS)		Advent of Prime Vendor may change who performs this activity. An interface between G097 and G402A is required if materiel is to be ordered via the Materiel Module in PDMSS.
15.05	Mechanic Turns In Residue Items to FLS	The Mechanic sorts and identifies unused/surplus materiel, and returns it to the Forward Support Area/Forward Logistics Specialist.	Production	None Defined		
15.06	Productioin Division Reconcile Obligations	Those activities whereby Planners, PD Resource Advisors (RAs), & Workloaders identify and commit Project Order Funds via an AF 181.	Planners, PD Resource Advisors (RAs), Workloaders	G004L, G004B, G336, G072D		
15.06.01	Production Division Workloader Review	This product is produced weekly and should be reviewed weekly by PD Workloaders for work performed over and under funding. Resource Advisors will fund the unsupported work or advise DMAG that they (RAs) will not fund the work (DMAG will incur a loss). Resource Advisors will fund the unsupported work via J025A Project Order Amendment. Resource Advisors will remove remaining funds for work that has been completed.	Production Division Workloaders	G004B, J025A		Workloader = ????
15.06.02	Production Division Workloaders Review G004L	This product is issued daily and should be reviewed daily by Production Division Workloaders to identify items with Insufficient Funds. If Funds are Insufficient, the appropriate RA should be contacted for the purpose of requesting funds.	Production Division Workloaders	G004L		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
15.06.03	Prdn Div Workloader Review G336 for Unplanned 206s	The Production Division Workloader queries G336 MWMS to encourage maintenance activity to finalize cost and file maintain in G004L. Production Division Workloader performs this review weekly in order to ensure funding availability and timely output.	Production Division Workloader	G336		
15.06.04	Prdctn Div Budget Analyst Reviews G004B&L,G072A	Production Division Budget Analysts currently reviews G004B to G004L, and then G004L to G072A to identify and reconcile discrepancies involving JON Month, Price, Hourly Rate, Cost Class, PCN, & FCRN.	Production Division Budget Analysts	P1 (Cost Reconciliation WRAPPER interface between G004B, G004L, G072A, and provides the discrepancy list.)		Cost Reconciliation WRAPPER only deployed at WR-ALC; other ALCs accomplish manually. Should the Division Financial Analyst be part of WSSC P&A?
15.07	Mechanic requests materiel	The mechanic requests the materiel associated with a specific operation/task. That materiel is considered "planned" & is therefore on the Bill Of Materiel (BOM).	Production	G097 (PDMSS Materiel Module), G402A (EPS)		
15.08	Mechanic Identify non-Skill Code task to ALS	If the mechanic discovers follow-on maintenance requirements that must be accomplished by skills other than their own during the execution of 9000-series ("unpredictable") operations, the Mechanic identifies those requirements to the ALS, or their first-line supervisor.	Mechanic	None		
16.0	Tail Team validates Scheduled Activity completion	Mechanic submits 173 for completed operations to the ALS. Planner views DMAG incurred Labor and Materiel Costs. The ALS validates, and the FLS determines disposition of outstanding back-orders. Cannibalization actions are file maintained. The Tail Team verifies all Dock activities have been accomplished. A "600 AZ" is a listing of all open operations that were scheduled for work in DOCK, but were not completed prior to aircraft being transferred to POST-DOCK. PDMSS routinely produces a report of all open operations for the "600 AZ". ALS reviews & records the completed work package, and sends the completed work package to the records section. This package is everything accomplished in pre-dock, strip, and in-dock. The post dock jobs will be forwarded to records prior to FCF.	Tail Team (ALS, FLS, & First-Line Supervisor, Planner) PAO, Records Personnel	PDMSS, G097; G004L		A checklist is required to ensure all dock activities are accomplished prior to the aircraft progresses out of Dock
16.01	ALS takes production count	Mechanic submits Form 173 cards. The Aircraft Logistics Specialist (ALS), takes production count and records completion of operations in the production scheduling system (PDMSS). The ALS "delay-codes" operations which are not complete prior to the aircraft being moved out-of-dock. Delay-coded operations are reported to the Fixer via the PDMSS phase chart.	Aircraft Logistics Specialist	G097 (PDMSS); G037E, G004L, Job Order Production Master System		Segment 1 (PDMSS- OPT) implementation will automate Production Count.
16.02	DMAG Incurs Labor & Other Costs	DMAG labor costs are accumulated in G035A, G072A, & H069.	Production Division Financial Analysts, IMPAC Card Holder, Cost Accounting	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
16.02.01	PD Financial Analysts Review Production Data	PD Financial Analysts periodically review production data in G037G, Labor Summary & Effectiveness Report. Financial Analysts correct discrepancies & notify Management of adverse trends.	Production Division Financial Analysts	G037G		
16.02.02	G037G Updates Actual Hours into G072A	G037G Updates Actual Hours into G072A. G037G assumes all Direct Labor employees are on duty Code "11" for the full shift every workday unless they are exceptioned to other duty code by the First-Line in TASYS or OPT. G037G overlays the duty code & time into G072A.	Automated	G037G, G072A		
16.02.03	SBSS costs, e.g., Fuels/RSD captured in D002A		SBSS costs, e.g., Fuels/RSD captured in D002A LGS		D002A (SBSS)	
16.02.04	Equipment Depreciation captured in G017	Equipment Depreciation captured in G017	Computer Directorate	G017		
16.02.05	Prod Div expend $ to maintain PME & Contract Hrs	The Production Division expend funds to maintain Precision Measuring Equipment (PME), to include contract labor hours.	Production Division	G004I		
16.02.06	Prod Div expend TDY, BOS, and Other Funds	Production Division expend TDY, Base Operating Support (BOS), and Other Funds.	Production Division	None Defined		
16.02.07	WSSC Purchase items with IMPAC Card	Those activities which define how the WSSC uses an International Merchant Purchase Authorization Card (IMPAC) to acquire materiel.	IMPAC Card Holder (i.e., Retail Item Manager, PK Contracting Officer, etc.)	None Defined		
16.02.07.01	Cardholder Purchase Services/Matl w/IMPAC Card	The Cardholder uses the IMPAC Card to purchase services or materiel.	Cardholder	None Defined		
16.02.07.02	DFAS receives and pays Bill electronically	DFAS receives and pays IMPAC bill electronically	DFAS	None Defined		
16.02.07.03	DFAS Rebate $ for Early Payment	DFAS Rebate $ for Early Payment	DFAS	None Defined		
16.02.07.04	Cardholder receives Billing from Credit Agency	Cardholder receives Billing from Credit Agency	Cardholder	None Defined		
16.02.07.05	Cardholder reconciles Form 616 to Cr Agency Bill	Cardholder reconciles Form 616 with billing statement with Credit Agency.	Cardholder	None Defined		
16.02.07.06	Cardholder manually posts purchases on Form 616	The cardholder manually logs all IMPAC purchases on Form 616.	Cardholder	None Defined		
16.02.07.07	Cardholder receives Bill from Credit Agency	The Cardholder receives the bill for IMPAC purchases from the Credit Agency.	Cardholder	None Defined		
16.02.07.08	Cardholder manually validates Bill to purchases	The Cardholder manually validates the received bill against their record of purchases made with their IMPAC card.	Cardholder	None Defined		
16.02.07.09	Cardholder resolve discrepancies with Vendor	The cardholder resolves any billing discrepancies between the Form 616 and the credit Agency Bill with the Credit Agency.	Cardholder	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
16.02.07.10	Cardholder fwd Bill to Users Approving Official	The Cardholder forwards the reconciled bill to their Approving Official for payment.	Cardholder	None Defined		
16.02.07.11	AO disapproves Bill	The Cardholder's Approving Authority Disapproves payment of the IMPAC bill, & identifies the reason(s) for the disapproval.	Approving Official (AO)	None Defined		
16.02.07.12	AO Returns bill to Cardholder for resolution	The Cardholder's Approving Authority (AO) returns the disapproved bill, along with reason(s) for disapproval, to the cardholder.	Approving Official (AO)	None Defined		
16.02.07.13	Users Apprvng Official (AO) sign bill (authorize)	The Cardholder's Approving Official (AO) signs (authorizes payment) of the IMPAC card bill.	Approving Official (AO)	None Defined		
16.02.07.14	AO forwards Bills to DFAS for record retention	The Cardholder's Approving Official (AO) forwards the IMPAC bill to DFAS for record retention.	Approving Official	None Defined		
16.02.07.15	AO forwards Bills to DFAS for payment	Cardholder's Approving Official (AO) forwards all IMPAC bills to DFAS for payment.	Approving Official (AO)	None Defined		
16.02.07.16	Hold until all received-Incur Interest Charges	DFAS holds received bills until all bills reflected on a given IMPAC invoice are received. If the holding period exceeds the payment grace period, the Credit Agency will charge interest.	DFAS	None Defined		
16.02.07.17	DFAS manually reconcile Bills to CR Agency Inv	DFAS manually reconciles the bills received from the cardholder to the invoice received from the Credit Agency.	DFAS	None Defined		
16.02.07.18	DFAS pays Bill (Credit Agency)	DFAS pays the IMPAC invoice (Bill) received from the Credit Agency.	DFAS	None Defined		
16.02.07.19	IMPAC Invoice Payments Recorded in G035A	Cost Accounting Records Expenses (payment of IMPAC invoice) in G035A.	Cost Accounting	G035A		
16.02.08	Prod Div effects Misc Services/Materiel Purchases	Production Division effect Misc. Services/Materiel Purchases.	Production Division	None Defined		
16.02.09	Prod Div forwards Forms AFMC 9/ AFMC 616 to DFAS	Production Division forwards Forms AFMC 9/ AFMC 616 to DFAS for obligation of funds.	Production Division Financial Analyst	None Defined		
16.02.10	DFAS Obligates funds in CPAS/H103	DFAS obligates funds in CPAS/H103	DFAS DAO	CPAS/H103		
16.02.11	Allocate Overhead Costs to JON by RCC	G035A allocates overhead costs to each JON by RCC.	Automated	G035A		
16.02.12	Costs Recorded in G035A	Cost Accounting Records Expenses (e.g., payment of IMPAC invoice) in G035A.	Automated	G035A, D002A (SBSS), G017, G004I, H103 (H103)		
16.02.13	Costs fed to G072A	Costs compiled from G035A fed to G072A	Automated	G035A, G072A		
16.02.14	Cost Accounting Records Expenses (H069G)	Cost Accounting records expenses in H069G.	Cost Accounting	H069G		
16.02.16	FARS Allocates Ovhd/Othr Costs to JON by RCC	FARS allocates Overhead & Other costs to the JON by RCC.	Automated	FARS		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:	
16.02.17	Labor/Prod Hours fed to G072A (PDN/RCC Level)	Labor/Prod Hours at the PDN/RCC level are fed to G072A.	Automated	G072A			
16.02.18	PD Budget Analysts Review Production Data	Production Division Financial Analysts review Production Division financial data.	Production Division Financial Analysts	None Defined			
16.03	DMAG Incur Materiel Cost	DMAG costs are collected & accumulate in the relevant accounting data system(s).	LG Cost Accounting, Retail Item Manager	G402A, EPS; D035K, SC&D; G004H			
16.03.01	DMAG WSSC Materiel Req fed to LGS (G402A/D035K)	This includes routed items sent to TI. Procedure requesting materiel for PD and TI is the same. Transaction entered into EPS.	Automated	EPS/G402A and D035K			
16.03.02	DMAG $ Obligated and Costed due to Issue (D035K/J)	D7_ISSUE transaction input to the EPS system by the WSSC and passes to D035K, which in turn updates GLAC 505 (Sales) and passes to D035J, Financial Inventory Accounting Billing System. D035J generates bill (FK_) to customer.		Automated	G402A, D035K		
16.03.03	Materiel Systems Update G004H, G072A, G035A	Material received. Costs incurred in the materiel systems (D035K, D035J), update G004H, which feeds into G035A, which overlays into G072A. Receipt processed by DDWG (Receiving Section). Receipt action (D6_) clears DDS/DFU due-in detail, updates GLAC 500 (Received Not Billed Detail). Receipt generates backorder release (decrease GLAC 910, Sale generated GLAC 505, billing action to customers FK_transaction). D035K passes materiel cost information to G004H, G072A and G035A. Entered by Tail Number into G072A.	Automated	G004H, D035K, D035J, G072A,			
16.03.04	Cost Accounting Reconciles D035J and G004H	Cost Accounting reconciles D035J (obligation) and G004H (cost accumulation). Billing transaction updates Accounting & Finance records. When bill is processed through D035K, the RNB detail is deleted (Decrease to GLAC 500). G004H identifies materiel costs for materiel ordered specifically for a particular aircraft. Categories segregated in G004H include direct reparables, direct expenses, & indirects.	LG Cost Accounting	D035J, G004H			
16.03.05	DMAG $ Obligated , & Part backordered -D035K/J	Backorder transaction into the D035K system updates General Ledger Account Code 910 (Obligated Backorder). Customer funds "Set Aside" for future sale/billing.	Automated	D035K passes backorder to D035J (FIABS) system.			
16.03.06	Obligation to SoS for reimbursement from SMAG	SMAG funds obligated for procurement actions by appropriate Source of Supply. Retail SMAG Funds are obligated and reimbursed by DMAG upon receipt of material.	Automated	D035K, D035J			
16.03.06.01	Backorder filled by Other Sources of Supply	Backorder is filled by Sources of Supply, to include DLA, GSA, other Services, USAF Prime, AMARC etc.		Automated		D035K	Who does if exceptions of 500 per Month?
16.03.06.02	Backorder filled by Local Purchase	Backorder filled by local purchase, and reimbursed by SMAG (J57) funds.	Contracting Officer	BCAS, J016			
16.03.06.03	Backorder filled by Local Manufacturing	Backorder filled by Local Manufacture, and reimbursed by SMAG via initiation of AF 206 or 181.	Retail Item Manager (RIM), Prime Item Manager (PIM)	None Defined			

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info		Issues:
16.03.06.04	Backorder filled by RSD/SSD funds	Backorder filled through RSD or SSD Funds. Procurement lead time from 6 to 18 Months from DLA. RSD procurement lead time from 12 to 24 Months.	Retail Item Manager (RIM), Prime Item Manager (PIM)	D035K			RSD & SSD funds are all now part of MSD.
16.03.07	Backorder satisfied by Source of Supply (SoS)	Backorder satisfied by Source of Supply (SoS).	Automated	D035K			
16.03.08	Retail Item Manager cancels backorder in D035K	Retail Item Manager cancels backorder in D035K.	Retail Item Manager.	D035K			
16.03.09	D035K Deobligate DMAG & SMAG Retail Funds	D035K automatically deobligates funds and overlays to D035J.	Automatic	D035J			Usually there is no Financial Transaction resulting from this action. However, for local manufacturing there is a cost for expenses incurred by the manufacturing activity to date.
16.04	Mechanic turns-in materiel	Forward Logistic Specialist (FLS) coordinates with the Mechanic & Materiel Handler/Expediter (MH/Ex) to ensure that all residue/refuse materiel is dispositioned. Turn-In of materiel occurs incident to the completion of work, & is accomplished throughout the production process, to include Pre-Dock, In-Dock, and Post Dock.	Forward Logistic Specialist (FLS), Materiel Handler/Expediter (MH/Ex)	G097 (PDMSS) - Turn-in			
16.04.01	Mechanic determines materiel type	The Mechanic determines whether materiel residue from a given operation is direct and/or accountable, or Bench Stock.	Mechanic	None Defined			
16.04.02	Mech ID's bench stock status & condition	bench-stock, it is scrapped. Materiel is segregated by P/N and/or NSN, and operation, and tagged (if appropriate) with the appropriate condition code. Serviceable excess materiel needs to be provided to Planners for BOM reconciliation.	Mechanic IDs materiel that is excess. If item is unserviceable		Mechanic	None Defined	
16.04.03	Mech dispose of unserv bench stock as scrap	Mechanic dispose of unserviceable bench stock as scrap.	Mechanic	None Defined			
16.04.04	Mech turn in serviceable bench stock	Mechanic turn in serviceable bench stock	Mechanic	None Defined			
16.04.05	Mech ID non-bench stock item status & condition	Mechanic record item status, to include op#, A/C tail #, P/N, condition (how-mal code) on an AFTO 350 tag (IAW AFMCM 21-130), and attaches to the item. Serviceable & unused items are returned in their original packaging, with the original documentation indicating the item is serviceable.	Mechanic	None Defined			
16.04.06	Mechanic turn-in tagged item to FLS	Mechanic delivers tagged items to FLS.	Mechanic	None Defined			
16.04.07	FLS process unserviceable, repairable items	The FLS accepts from the mechanic unserviceable, repairable items for turn-in.	Forward Logistic Specialist (FLS)	D230 (MPS)			Currently MPS will print D-6 turn-in stuffer and repairable tags. MPS is currently only deployed at OO-ALC; Similar funvctionality for PDMSS Materiel Module is unfunded.
16.04.08	MH/Ex delivers item to DLA drop-off point	Materiel Handler/Expediter (MH/Ex) delivers item to the drop off point for DLA pick-up.	Materiel Handler/Expediter (MH/Ex)	None Defined			

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
16.04.09	FLS process unused serviceable items	FLS determine whether item is credit or non-credit turn-in. FLS interrogate D035K to determine whether item is credit or non-credit.	Forward Logistic Specialist (FLS)	G402A, D035K		Currently G097 has no interface with D035K.
16.04.10	FLS Dispose of other items IAW MOD/TCTO guidance	The FLS disposes of other items IAW MOD/TCTO guidance.	Forward Logistics Specialist (FLS)	None Defined		
16.04.11	FLS notify Planner to validate item requirement	The FLS notifies the Planner that an item which was planned & issued was not used/required by the mechanic to complete the operation. Therefore the Planner should review the requirement for that item to be planned against the operation.	Forward Logistic Specialist; Planner	G097 (PDMSS)		
16.04.12	MH/Ex deliver credit turn-in to WSSC Mat'l Storage	Materiel Handler/Expediter (MH/Ex) delivers item to WSSC materiel storage area.	Materiel Handler/Expediter (MH/Ex)	None Defined		
16.04.13	MH/Ex deliver non-credit to courtecy (pseudo/Y) storage	Materiel Handler/Expediter (MH/Ex) delivers item to WSSC storage area for "pseudo" (Y) materiel.	Materiel Handler/Expediter (MH/Ex)	None Defined		
16.05	FLS Reconciles Outstanding Back Orders	Prior to BB cancellation, the Forward Logistics Specialist (FLS) will check replacement part origination, Safety of flight / SAI activities. Use the appropriate system to identify outstanding back orders. File maintain back orders in PDMSS to appropriate JONs as required.	Forward Logistics Specialist (FLS)	G402A (EPS), G097 (PDMSS)		
16.06	FLS cancels creditable back orders	The Forward Logistics Specialist (FLS) cancels creditable backorders which are no longer required.	Forward Logistics Specialist	G402A (EPS), G097 (PDMSS Materiel Module)		
16.07	Planner verifies discrepancy & TCTO completion	Planner will review Aircraft records (AFTO Form 781s) and SPD messages, and compare them with completed -173s for defect correction and TCTO compliance.	Planner	G037E, G097 (Scheduling System)		
16.08	ALS file maintains for CANN (transfer to new JON)	ALS maintains the CANN history for that aircraft, and ensures that it's recorded in the Materiel Module, and that the CANN order was re-obligated to the donor aircraft.	Aircraft Logistics Specialist (ALS)	G097 PDMSS / EPS (G402A)		Currently being done by ALS... should continue
16.09	ALS take Final Production Count - temp JON w/mat'l	Run production count against JON	Aircraft Logistics Specialist (ALS)	G097 PDMSS; GOO4L		A feed from G097 (PDMSS) into G004L is required for production count to be taken via PDMSS, as it is with normal PDM work. It is also required for the planning of the JON, since the JON is planned in G004L (as opposed to G037E), and materiel must be loaded/planned separately.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
16.10	Planner reconciles planned vs. ordered materiel	For temporary workload, an open (active) JON has status of 0 (Code 0). JON status is changed to 1 (Code 1) when the JON is closed - closing action starts when Turn-Ins equal Inductions for the period. The actual closing is the End of Month routine. A JON remains in the system to capture all Costs (Code 1) for up to 90 days, after which time it is changed to Code 2. The Planner reconciles materiel planned for the JON in G004L vs. materiel actually ordered in D035K. This reconciliation must be accomplished before the JON status is changed to Code 2. This reconciliation is required to ensure required materiel is planned, and all costs for the temp JONs are accurately reflected; otherwise the aircraft company may take a loss on the JON.	Planner	G004L, D035K, G004H, G019C, G402A		Is D035K automatically triggered when the JOQ status changes to feed relevant Materiel data for cost accounting to G004L? Because the Planner must plan materiel for temp jobs in G004L, the ALS must singularly interrogate EPS to verify that the Planner has ordered all materiel required for the job. The Planner must verify that each item is planned, prior to the JON being closed. A decision WRAPPER to simplify reconciliation between G004L, D035K, G004H, and G019C would simplify and expedite this process. This reconciliation is required to ensure required materiel is planned, and all costs for the temp JON are accurately reflected; otherwise the aircraft company may take a loss on the JON. An automated feed from G004L (temp JON planned data) to G097 (PDMSS) would simplify planning temp JONs to a degree similar to that of Programmed Depot Maintenance (PDM). Specifically, the Planner should be able to plan temp JONs in PDMSS, with the data fed into G004L, as well as be able to use PDMSS functionality to perform JON closure reconciliation. Materiel planned in G004L is not visible to LG for computation of demand levels unless the materiel is actually ordered. The operation numbers for T-jobs are not necessarily consistent between JONs, therefore materiel planned against a temp JON operation, fed to LG by operation, may not accurately reflect the demand for that item over time (discrepancy of G005M data between temp & programmed JONs).
16.11	G004L Update G019C (Only Applies to MISTR)	G004L Update G019C (Only Applies to MISTR).	Automated	G004L Update G019C		
16.12	ALS Submit Doc's for completed tasks to Records	The ALS reviews & records the completed work package, and sends the completed work package to the records section. This package contains everything accomplished in pre-dock, strip, and in-dock. The post dock jobs will be forwarded to records prior to FCF. The Records Section updates TCTO, TCI, TPI, & engine lists, & inputs that data (e.g. AFTO 95s) into that aircraft's Jacket File.	Aircraft Logistics Specialist (ALS); Records Personnel	None Defined		
16.12.01	Records record open discrepancies into 781	Records personnel record into the aircraft 781 records, the discrepancies discovered during depot that were not completed. Record the reason the discrepancies were not cleared i.e. NPR/ materiel not avail/ Time limits/etc.	Records Personnel	None Defined		
16.12.02	Rec Sec Update TCTO, TCI, Engine, & TPI Records	Records personnel check TCTO, TCI, TPI compliance list and the updated engine data from dock, and update the aircraft records.	Records Personnel	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
16.12.03	Rec Sec place AFTO 95 in A/C File	Records Section personnel put AFTO Form 95 received from ALS into Jacket File.	Aircraft Logistics Specialist (ALS); Records Personnel	None Defined		
16.12.04	Records put FCF Forms into 781	Records personnel put pre-printed Functional Check Flight (FCF) forms into aircraft 781 binder and send to Aircraft.	Records Personnel	None Defined		
17.0	Perform Post-Dock Activities & FCF	Post-Dock activities are performed IAW the schedule. Successful completion of the Functional Check Flight (FCF) completes the required work. 1-1-300 is completed indicating that the aircraft is sold. At that time the flow-day count ends. Aircraft Records Sections archives the aircraft records, and the aircraft is considered "In Transit", awaiting the crew to fly the aircraft home.	Functional Test Pilot; Planner, Records Personnel	None Defined		
17.01	Production perform Post-Dock activities	Production perform Post-Dock activities IAW the schedule.	Mechanic	G097 (PDMSS)		
17.02	Perform Functional Check Flight (FCF)	The aircrew performs the Functional Check Flight (FCF) of the aircraft	Aircrew	None Defined		
18.0	ALS Closes JON; Records Archived	ALS closes JON by Tail Number in G004L and G037E. Work accomplished. All applicable Financial Systems updated. ALS inputs "departure notice" in G037E, which confirms that all 100% operations have been completed. ALS also changes the JON status code from "0" to "1" (indicating the JON is completed), which is effective at the end of that month in G004L. G004L automatically changes the JON status code from "1" to "2" at the end of the next month. Accordingly, Production has about 30 days to identify and file maintain all trailing costs. The Records Section completes the Jacket File for the aircraft, and archives the records.	Aircraft Logistics Specialist (ALS); Records Section Personnel	P2 (Interface with G097); G037E, G004L		Trailing Costs must be accounted for before the JON Status Code changes to "2". If they're not, then they're accounted in overhead.
18.01	ALS Closes JON	The ALS closes JON by Tail Number in G004L and G037E. Work accomplished. All applicable Financial Systems updated. ALS inputs "departure notice" in G037E, which confirms that all 100% operations have been completed. ALS also changes the JON status code from "0" to "1" (indicating the JON is completed), which is effective at the end of that month in G004L. G004L automatically changes the JON status code from "1" to "2" at the end of the next month. Accordingly, Production has about 30 days to identify and file maintain all trailing costs.	Aircraft Logistics Specialist (ALS)	P2 (Interface with G097); G037E, G004L		Trailing Costs must be accounted for before the JON Status Code changes to "2". If they're not, then they're accounted in overhead.
18.02	Rec Sec compile Jacket File after FCF	After successful completion of FCF Records personnel initiate AFTO Form 290 and prepare the aircraft jacket file for transfer to home station.	Records Personnel	None Defined		
18.03	Rec Sec Archives Aircraft Records	Records personnel compile all data from the depot work package, and place into records storage.	Records Personnel	P2; electronic capture & archiving of completed work (eliminate paper archives). Currently no system.		At present there is inadequate storage space to maintain the records for longer than 6 months. In the future, it is envisioned that PDMSS Segment 1 (OPT) & 2 (WMD) will produce the data necessary to create electronic archiving of work accomplished , and the records can be maintained until the aircraft is no longer in service.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
19.0	PDM/UDLM Aircraft Departs for Home Base	Aircraft departs for home base. Customer Conducts Acceptance Inspection. Customer provides Feedback to Depot.	Aircrew	G021 Customer Reporting System		
19.01	Aircraft Departs for home station	The Aircrew flies the completed aircraft back to Home Station.	Aircrew	None Defined		
19.02	Customer Conducts Acceptance Inspection	The Customer performs an Acceptance Inspection of the aircraft upon arrival IAW applicable MAJCOM guidance & technical orders. The inspection is of objective criteria which determine whether the customer accepts the work performed by the depot, or whether follow-up work is required to remedy discrepancies identified during the Acceptance Inspection.	Customer	None Defined		
19.03	Customer provides Feedback to Depot	The Customer provides the results of the Acceptance Inspection to the Depot via an official report, using the Customer Reporting System (D021).	Customer	D021(Customer Reporting System)		
21.0	SPO transfers Mod labor $$ to DMAG for GFM install	The SPO transfers Program Funds for labor hours to LG for the ALC to perform the modification for a defined number of aircraft by fiscal year.	SPO Budget Office	None Defined		
22.0	Budg Of Consolidates Funding Rqmnts; Conduct LSR	Using The MRRB Brochure, hours are costed, rates are added and other program categories are consolidated into G079. Logistics Support Review is convened with MAJCOMs present for final approval before submission to AFMC for PB. Also included are MOD labor hours.	SPO Budget Office; PAO	G079	Depot Purchased Equipment maintenance (DPEM) EEICs	
22.01	A/C G079 Review - ALC/LG load MRRB info into G079	ALC LG load information in MRRB Brochure into G079 (DPEM dollars by each aircraft MDS, fiscal year, & work package). Product of review is a G097 SEMMP A/B1/X Report.	Command Funding Officers	G079		
22.02	Conduct Logistics Support Review (LSR) for MAJCOMs	Travelling MAJCOM Teams visit each ALC & validate DPEM dollars against MRRB requirements. Accomplished annually by fiscal year & MDS, consistent with MRRB timing. The results of the LSR are used by each MAJCOM to develop their own budget.	DMAG Fund Managers	None Defined		
22.02.01	ALC/LG Revises Total $$ Requirement	ALC/LG makes adjustments to total funding requirements, based upon the LSR review.	G079 Monitors	G079		
22.02.02	ALC/LG Post Review Run to G079	G079 Monitors input changes into G079.	G079 Monitors	G079		
22.02.03	ALC/LG Produces Final LSR Brochure	DMAG Funds Managers produce final LSR brochure. Equates to ALC submission to President's Budget.	DMAG Funds Managers	None Defined		
22.04	ALC/LG load Software Requirements into G079	ALC/LG loads Software Requirements (including Cost of Operations Division (COD), renamed MSD-Operations Support). Software requirements are included in the LSR Review but are budgeted through the Budget Process. Usage fees for info system infrastructure. information Product of review is an LSR Brochure.	Command Funding Officers	G079		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:	
22.05	LG computes Storage costs	FM computes Storage costs, which are included in the Materiel Support Division (MSD) - Operations Support Budget.	ALC/FM	None Defined			
22.06	LG compute costs for Other Major End Item Support	LG computes costs for Other Major End Item (OMEI) support, for example, Communications-Electronic, vehicles, snow plows, fire trucks, rail cars and loaders.		ALC/LG None Defined			
22.07	LG computes costs for Residual Exchangeables	Assets consumed during missions are categorized as equipment (D039 items), missle components, war consumables (racks, tanks, adapters, pylons, etc.), munitions, etc.	ALC/LG	D039			
22.08	LG computes costs Area, Base & Local Manufacture	LG computes cost for ABM: Area Support, Base Support, Local Manufacture.	ALC/LG	None Defined			
22.09	G079 monitor (LG) input A/C PDM Schedule into G079	G079 Monitor (LG) maps the number of type aircraft to Obligated Funds by Quarter. As such the number of aircraft are added into G079 by Quarter.	PD G079 Monitor; LG	GO79			
22.10	G079 Monitor (LG) input DMAG Rates into G079	G079 Monitor (LG) inputs the AFMC-approved rates into the system to apply against the workload	PD G079 Monitor; LG	G079			
23.0	Higher HQs AREP Funding Process (PB thru Budget)	This includes POM, BES, PB and CRAs interactive with higher HQs. All activity is done outside of ALC. The President's Budget Submit process from ALC to the OMB and back to AFMC is included.		Higher Headquarters		None Defined	External to AREP Process
24.0	MAJCOM Allocates funds to ALC/LG	AFMC and MAJCOM customers provide funding authority to Product Directorates by Program Element Code (PEC), Element of Expense Investment (EEIC) and Responsibility Center/Cost Center (RCCC). MAJCOMs limit execution authority by programmed dollar limit, and often by PCN. MAJCOMs allocate Quarterly by EEIC, RCCC and PEC. DPEM $ are allocated to PDs for reimbursement of DMAG for A/C repair services performed.	LG (AFMC & ALC)	H069 (DPEM/OBAN), H103 (CPAS - SSD, RSD, GSD, COD, MOD, & direct site funds), D035K			

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
24.01	A/C DPEM Funds Allocated Qtrly OBAN-Decentralizd	Customers allocate a quarter's worth of A/C DPEM (Depot Purchased Equipment Maintenance) funds at the beginning of each quarter. The funds are available for use by the aircraft company. Once allocated to the ALC, the ALC can apply in a de-centralized manner, for its intended purpose (i.e. MOD, PDM, etc.). (OBAN)	MAJCOM Customer	G079, G072E, G035A P1 - system policy change: flexibility should exist to allow changing the tail # assigned to a particular JON, so that if parts are ordered on an open JON prior to aircraft arrival, and the arriving aircraft tail # changes, that the operator should be able to simply change the tail # assigned to that JON in G004L. Policy change to regulation governing G037E, which limits opening of the JON more that 15 days prior to A/C arrival, because G037E will auto-generate reports & cards as soon as the JON is opened.	This method of funds allocation will support opening of a JON prior to aircraft arrival, provided the obligation will not be across fiscal year or quarter "boundaries". Require system & Policy change to allow the JON to be opened 30 days prior to A/C arrival.	This method of funds allocation will support opening of a JON prior to aircraft arrival, provided the obligation will not be across fiscal year or quarter "boundaries". Require system & Policy change to allow the JON to be opened 30 days prior to A/C arrival.
24.02	DPEM Funds program authority per annum	Customer allocates DPEM (Depot Purchased Equipment Maintenance)funds to the AFLC by fiscal year.	MAJCOM Customer	H069		
24.03	LG Provides Fund Load Sheets to DFAS/LG	LG Provides Fund Load Sheets to DFAS/FM quarterly.	ALC/LG	None Defined		What is a "Fund Load Sheet"? Which LG is providing the Fund Load Sheet to DFAS LG?
24.04	DFAS loads funds in H069	DFAS loads funds into H069 quarterly.	DFAS	H069		
24.05	DPEM Funds Allocated Qtrly by OBAN-Decentralized	LG provides funding authority to PDs by Program Element Code(PEC), Element of Expense Investment (EEIC) and Responsibility Center/ Cost Center (RCCC). DPEM $ are allocated to PDs for reimbursement of DMBA for A/C repair services performed. MAJCOM limits execution authority by programmed dollar limit and per Quarter, and by EEIC, RCCC and PEC.	ALC/LG	None Defined		
24.06	MOD Funds Allocated to PDs (Decentralized)	Direct Cite customers forward funding documents (AF185, MIPRs, AF616, AFMC334) to support A/C depot repair and modification. When documents are received the following is accomplished as required: For Organic Only: FCRN must be established in G004L and PCN must be established in G004C prior to processing AF 181 through J025A Develop RCC rates For Contract only, FCRN must be established in G0072D. This activity applies to both Contract and Organic DMBA.	Direct Cite customers	G004L; G004C; G072D; J025A		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
24.07	ALC Reallocate MSD-Repair Buy Funds (Decentralizd)	AFMC issues Annual Operating Budget (AOB) to ALC/FM for allocation to each PD for both buy and repair requirements. "BUY Funds" are allocated by weapon system. The allocation is received by the SPO & analyzed by them. This activity applies to both Contract and Organic DMAG.	SPO	None Defined		
24.08	ALC/LG distribute MSD-Operations Support	ALC/LG allocate Materiel Support Division (MSD) - Operations Support (Centralized/Decentralized Mgmt) Funds for Engineering/UUT to the SPO for execution. Civilian Pay, Storage, etc., is retained by FM for execution.	ALC/LG	None Defined		
24.09	MAJCOM allocates Direct Cite Funds (Decentralized)	MAJCOM/customer allocates Direct Cite Funds (Decentralized) monthly.	MAJCOM/Customer	None Defined		
24.10	LG Provide Fund Load Sheets to DFAS/LG	LG Provides Fund Load Sheets to DFAS/FM monthly.	ALC/LG	None Defined		Which FM is providing this Fund Load Sheet ? What is a "Fund Load Sheet"?
24.11	DFAS loads funds into H103	DFAS loads Direct Cite, Cost of Operating Division (COD), SSB/RSD, and MOD funds into H103.	DFAS	H103		
24.12	AFMC Allocates GSD(Centralized Management) Funds	AFMC provides annual budget authority to X-AFB-LGS for the procurement of GSD material.	AFMC	None Defined		From time budget request goes to AFMC, 3 Months transpire before receiving allocation.
24.13	GSD Fund Allctn Entered in D035K by OBAN by Year	GSD Fund allocation entered in D035K by OBAN by Year. For stock fund control.	LGS Budget Office	D035K		
25.0	LG IDs Program & Budget Differences; SPO Resolves	The ALC LG identifies differences between the Program & Budget. The SPO works with the customer to resolve differences between "Program" requirements submitted as part of the DOD budget request, and the authorized "Budget" received from AFMC. Options include reduce aircraft induction, declare task as "Serviceable Aircraft Inventory" (SAI- reduce tasks), etc.	ALC/LG, SPO Engineer and PAO, Planners	None Defined		
25.01	ALC LG compares FY Budget to FY Program	The ALC LG compares the FY Budget with the FY Program, and identify any differences/funding shortfalls. If there are shortfalls, the ALC/LG notifies the SPO.	ALC LG	None Defined		
25.02	Resolve differences btwn program cost & budget $$	Customer reviews with the SPO available options for accommodating the budget shortfall. Options include reduce aircraft induction, declare task as "Serviceable Aircraft Inventory" (SAI- reduce tasks), etc.	Customer; SPO	None Defined		
25.03	SPO requests Planners to develop "what-if's"	The SPO requests the Planners to develop different scenarios for how to minimize the impact of budget shortfalls upon planned & approved work packages. The scenarios would include tasks to be eliminated, delay inductions, eliminate inductions, etc.	SPO	None Defined		
25.04	Planners develop "what-if" scenarios	The Planners develop different scenarios for how to minimize the impact of budget shortfalls upon planned & approved work packages. The scenarios may include the result of eliminating tasks, delaying or eliminating inductions, etc.	Planner	G037E, G037F, G097 (PDMSS)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
25.05	SPO selects from developed "what if" scenarios	The Planners provide to the SPO the results of the different scenarios they developed for minimizing the impact of budget shortfalls upon planned & approved work packages. The SPO then selects from among the provided scenarios, and uses them to communicate the impact of the budget shortfall to the customer & HQ AFMC, and also to prioritize available funds.	SPO; Planner	None Defined		
25.06	Submit Unfunded Rqmts to Direct Cite Customer	SPO Financial Mgr. (PAO) works Unfunded requirement with justification is submitted to Direct Cite customer. e.g. On Cite at USAF Base, USCG, ANG. Exchangeable Depot Maintenance InterService Agreement (DMISA) go through FM for submission to the Direct Cite customer. All other go directly to the customer.	PAO; SPO Financial Mgr.	None Defined		
25.07	Dir Cite Customer Eval Rqmts & Reprioritizs Funds	Direct Cite Customer evaluate requirements & Reprioritizes Funds. PD forwards request to Modicums and other Services.	Direct Cite Customer	None Defined		
25.09	Direct Cite Customer Disapproves	The Direct Cite customer disapproves the request after a Technical and/or Financial review.	Direct Cite Customer	None Defined		
25.10	PDs Submits UFR for Programmed Funds	The PD submits to ALC/LG any Unfunded Requirement (UFR) with justification.	Product Directorate (SPO)	None Defined		
25.11	LG Submits Unfunded Rqmt to MAJCOM or AFMC	ALC/LG forwards request to MAJCOM (A/C) or AFMC (for other than A/C)	ALC/LG	None Defined		
25.12	MAJCOM/AFMC Evaluate Rqmts & Reprioritizes Funds	MAJCOM/AFMC perform a technical and/or financial review to determine whether funds should be reprioritized.	MAJCOM/AFMC	None Defined		
25.13	MAJCOM/AFMC Funds	When MAJCOM/AFMC approves funds, they notify the ALC/FM and provide additional funding.	MAJCOM	None Defined		
25.14	MAJCOM/AFMC Disapproves	When MAJCOM/AFMC disapproves, they provide FM with rationale for disapproval.	MAJCOM	None Defined		
26.0	SPO Obligates Funds; LG Updates System	After receiving either a Feeder Report or AF 206, the funding process begins with Initiation. The process includes Initiation, Approval, Certification, Acceptance and Finalization of the AF Form 181 - Project Order. (J025A) AF 181 is the vehicle to convert MAJCOM/customer funds into DMAG reimbursement.	SPO Budget Office; DFAS	J025A (AF181), H069 (Obligation), H103 (Deobligate), G004B		What is a "Feeder Report"?
26.01	SPO estab. PCN; LG est. FCRN	If this is required, a delay of approximately 1 week will be incurred. This action is required before processing funding documents (Form 181 in J025A), if not previously established. By this point, a decision should have been rendered as to whether SOS or SOR is Organic/Contract DMAG or Buy (Acquisition) action is required from outside sources. PCN FCRN = Funds Classification Reference Number - four-digit unique numeric code that represents a fund cite by type fund & customer. PCN = Program Control Number	SPO Financial Mgr.	J025A; G072E and J016, BCAS for procurement. Optimally, G004L, G004B, EXPRESS, G004C, etc. would be run daily.		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
26.02	DMAG Financial Manager loads PCN into G004B	The DMAG financial manager loads the PCN in G004B, which overlays the data into G004L. Driven by "Feeder Report".	DMAG Financial Manager	G004B/G004L		Who is this guy, what money are they loading, who do they work for, & where do they work? What is a "Feeder Report"?
26.03	DA0/DFAS Loads FCRN in G004C (Organic Only)	DA0/DFAS loads FCRN in G004C (Organic Only). FCRN ties the fund type & customer to a JON, i.e., determines who will be billed for work performed (via production count). FCRN = Funds Classification Reference Number - four-digit unique numeric code that represents a fund cite by type fund & customer. Input into G004c, which is then overlaid into G004L.	Defense Accounting Office (DA0) /DFAS	G004C, G004L		
26.04	SPO PMS Buyr Req PCN & Estab in G072E	SPO Program Manager Specialist (PMS) requests a Program Control Number, and establishes it in G072E as "Fixed Price". Usually by means of a Form 206. PCNs may be established manually in G004B.	SPO Program Manager Specialist	G072E	If the PCN is being established, is it not done in G004B, & then overlaid into G004L?	If the PCN is being established, is it not done in G004B, & then overlaid into G004L?
26.05	SPO Initiator Prepares AF181; inputs to J025A	AF 181 provides the funding to DMAG to do the work identified in either the "Feeder Report" or the AF 206. The SPO obligates funds to DMAG for Programmed Work. DMAG authorized to perform work as funded via AF 181 (J025A). The SPO executes funds through the AF181 (JO25A). For Organic Only: After AF 181 is accepted by Seller, DMAG is authorized to perform work as described in AF 206, Temporary Work Request (G336/G004L). AF 206 comes from PD Buyer. SPO Initiator transmits the AF 181 to the Approver (J025A) AF 206 = request to perform work AF 206 is not a funding document For Contract Only: A COAL is processed and accepted by the Seller.	SPO "Initiator"	J025A		
26.06	SPO Appr Rejects AF181;Returns to Initiator-J025A	SPO "Approver" is the SPO Financial Manager. The "Approver" identifies a discrepancy with the funding accuracy and propriety, and rejects the AF 181, and returns to Initiator.	SPO "Approver"	J025A		
26.07	SPO Approver signs and Fwds AF 181 (J025A)	SPO "Approver" is the SPO Financial Manager. The "Approver" verifies funding accuracy and propriety, signs the AF 181, and forwards it to the "Certifier".	SPO "Approver"	J025A		
26.08	Direct Cite Fund AF 181 fwd direct to SPO Budg Off	Direct Cite Fund AF 181 is forwarded directly to the SPO Budget Office. Direct Cite Funding does not require certification by the LG Certifier.	Automated	J025A		
26.09	LG Acceptor send AF181 to History/J025A - Dir Cite	LG "Acceptor" sends Direct Cite AF181 to History.	LG "Acceptor"	J025A		
26.10	LG "Certifier" accepts AF181; Annotates J025A	LG "Certifier" verifies funding accuracy, propriety and availability; signs AF 181 and forwards AF 181 to "Acceptor".	LG "Certifier"	JO25A		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
26.11	LG Budget Office commit/decommit funds (H069/H103)	The LG Budget Office commits/decommits Supply Management Activity Group (SMAG) funds and Central Procurement Funds into H103. All others (e.g. Depot Maintenance Activity Group (DMAG, etc.)) are loaded in H069.	LG Budget Office	H103, H069		
26.12	LG "Certifier" reject AF181;Retn to Approver J025A	The LG "Certifier" verifies funding accuracy, propriety and availability. The FM "Certifier" identifies a discrepancy and rejects the AF 181, and returns the AF 181 to the "Approver".	LG "Certifier"	J025A		
26.13	PD/LG "Acceptor" rejects AF181 & returns	The PD/LG "Acceptor" rejects the AF181 & returns to the "Certifier". PD "Acceptor" rejects Type 1 Project Orders; LG "Acceptor" rejects all other Type Project Orders.	PD/LG "Acceptor"	J025A		
26.14	PD/LG "Acceptor" accept AF181, J025A overlay G004B	Upon receipt of the Certified AF 181 in J025A, the "Acceptor" accepts the funding for the work. The Product Directorate PD "Acceptor" (for "Type 1"), or the LG "Acceptor" (for "Types 2-7") accepts in J025A. Acceptance in J025A overlays the data into G004B, and electronically forwards the AF 181 to the DFAS Finalize.	Product Directorate "Acceptor", LG "Acceptor"	J025A, G004B	ADMC 21-111, para 3.4.5 addresses acceptable types of work.	
26.15	DFAS Finalizr Obligate/Deob Cust Fnds(H069/H103)	DFAS Finalizer obligates or deobligates, as appropriate customer funds. SMAG and Central Procurement Funds are obligated in H103. All others obligated in H069.	DFAS "Finalizer"	H069; H103		
26.16	DFAS send AF181 to History /J025A - not Dir Cite	DFAS send AF181 which are not direct cite to History (option in J025A)	DFAS "Finalizer"	J025A		
26.17	DAO-DFAS Records AF181 into POSYS/Gen Ledger	DAO-DFAS Records AF181 into the Project Order System (POSYS) /General Ledger. PC-based, manual input system. POSYS is not a certified Financial system. G004B is the certified Financial system for project orders.	DFAS "Finalizer"	G004B, POSYS		
28.0	DFAS-DAO Records Sales (Revenue. Costs)	At the end of each month, final sales are calculated. DFAS records sales by Repair Group Category (RGC); Updates Ledger; and Prepares Accounts Receivable. RGC equates to the 2nd position of the Production Control Number (PCN). A = Programmed Aircraft Routes, B = Unprogrammed, Low-Volume Unprogrammed Aircraft Routes, L =	DFAS-DAO Records Sales from G072A; PD Adjusts Systems	G072A		Revenue & sales are provided when the aircraft is sold. It is essential to provide to the Fixer revenue & sales data monthly.
28.01	Cost Acctng Rcrd DMAG Sales by Custm (G072A) POSYS	Upon JON closure in G004L, the system changes the JON Status Code of the aircraft to one (1) at the end of the month that the JON was closed. Production can still take (trailing) production count, and transactions are still authorized. Cost Accounting records DMAG sales by customer in (G072A) POSYS.	Automated (G004L auto-overlay into G072A, which overlays into POSYS)	G004L, POSYS, G072A		
28.02	LG/DFAS compares Journal Vouchers by Customer	LG/DFAS compares Journal Vouchers (revenue from Fixed Sales price) by Customer against the costs recorded when the JON was closed.	LG/DFAS	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
28.03	Prepare Journal Voucher by RGC (Revenue) G072A	LG/DFAS prepare Journal Voucher by RGC (Revenue) in G079 (?), which overlays into G072A. Journal = a chronological ledger of costs recorded by day. RGC=Repair Group Category codes. A=Programmed; B=Unprogrammed (UDLM); J,K,&L=MISTR.	LG/DFAS	G079 (?), G072		Certain cost accounting functions may have reverted to Air Force FM from DFAS, however precisely which is not clear. Require confirmation that Journal Voucher is input into G079.
28.04	SMAG Chrg Rcds Mntn'ed, Sales Recrd (D035J&SMAS)	As materiel is used, the Supply Maintenance Activity Group (SMAG) costs are captured, and records are maintained in D035J&SMAS.	Automated (G004L auto-overlay into G072A, which overlays into POSYS)	Automated (D035J, G004H, G004B, overlaid into G004L, all of which is fed into G072A (??)		Who maintains the SMAG charge records?
28.05	D035J & SMAS feed Trial Balance for HQ AFMC	D035J & SMAS feed Trial Balance for HQ AFMC.	Automated (D035J & SMAS)	D035J & SMAS		
28.06	Sales Recorded frm AFMC Trial Balance to UCARTS	UCARTS receives Sales data from Depot Sales and Retail (Base-level) Sales. Depot-level Sales are recorded in D035J, Financial Inventory Accounting and Budgeting System (FIABS) and Retail Base-level Sales are recorded in SMAS. Both Depot & Retail Sales feed HQ AFMC Trial Balance.	Automated	D035J, SMAS		As of 11/6/96, a CSRD must be initiated to allow Sales visibility at the NSN Level in lieu of current visibility at Product Directorate Level. UCARTS should be a management tool to evaluate obligations/repairs of given NSNs compared to NSN recorded sales.
28.07	Manage Unit Cost Target Ratio	Utilizing UCARTS Sales data, a comparison is made between current obligations and ALC Unit Cost Targets (Obligations/Costs divided by Sales). A Unit Cost Target is allocated to each ALC in the Annual Operating Budget (AOB) and is a portion of AFMC's Unit Cost Target. The Unit Cost Target should be evaluated monthly (via Financial Management Board Briefing -SMAG) to determine if each ALC or Product Directorate is operating within Obligation/Sales parameters. Factors in the Unit Cost Ratio should be managed as required to achieve the end-of-year assigned Unit Cost Target. Effective management of Unit Cost Targets is essential to the solvency of the Supply Maintenance Activity Group (SMAG).	See Issues	UCARTS		Who/What office performs this activity??
28.08	Cost Acctg Update Genl Ledger Sys-Auto (I.E.FARS)	Auto monthly overlay from G072A into POSYS/H069G (?) to update the General Ledger. POSYS expected to be replaced by Federal Accounting and Reporting System (FARS). The FARS will allow visibility and cost tracking down to the RCC Level.	Automated (??)	Federal Accounting and Reporting System (FARS), G072A, POSYS, H069(?)		The above system has not been procured; a new system, Defense Industrial Fund Management System (DIFMS) in the process of being procured. Is H069 involved?
28.09	(Manual Work Around) Update General Ledger	The current method for updating the General Ledger, in lieu of advanced system implementation (i.e. FARS/DIFMS).	LG/DFAS	DCPS, G035A		
28.09.01	DCPS sends Payroll Voucher to Cost Accountng	DCPS sends Payroll Voucher to Cost Accounting.	Automated (DCPS)	DCPS		
28.09.02	G035A sends Labor Voucher to Cost Acctg	G035A sends Labor Voucher to Cost Accounting.	Automated	G035A		
28.09.03	Materiel Expenses report (G035A) to Cost Acct	Materiel Expenses report (G035A) to Cost Accounting.	Automated	G035A		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
28.09.04	Other Misc Vouchers sent to Cost Accounting	Other Misc. Vouchers sent to Cost Accounting. Misc. Vouchers include expenses for such things as: Base Support, Electrical, Telephone, Sale of Scrap Material, Contractors, etc.	These Vouchers are sent in from all over the Base.		None Defined	
28.09.05	Cost Acctg Receives paperwork	Cost Accounting Receives paper vouchers from different activities.	Received from different activities	None Defined		
28.09.06	Cost Acctg manually prepares Journal Vouchers (JV)	Cost Accounting manually prepares Journal Vouchers (JV), and inputs the data into H069G.	Cost Accounting	H069G		
28.10	LG/DFAS Forward Trial Balance to HQ	LG/DFAS forwards Trial Balance to HQ AFMC.	LG/DFAS	H036A		
28.11	Cost Acctg Prepare Unsupported Accts Receive Rpt	Cost Accounting prepares Unsupported Accounts Receivable Report.	Cost Accounting	None Defined		
28.12	Cost Acct Provide DMAG/ SMAG Sales to Fixer	Incident to monthly DMAG/SMAG cost accumulation, Cost Accounting provides direct costs to the Fixer. This revenue & cost information is for work in-process (WIP) by aircraft tail number (a single aircraft may have multiple JONs). This information is passed to G097 for display in reports menu by tail number, or for all aircraft of a particular weapon system.	Cost Accounting	P1 (Interface between G072A, G030, and G097)		Significant impact in providing information to the Fixer for work in-process (WIP) by tail number (upon completion of individual operations, i.e. Production Count), as opposed to just providing data to systems at the completion of work on an aircraft.
28.13	ALC/LG Provides Monthly Report to AFMC	ALC/LG Provides Monthly Report to AFMC	ALC/LG	H036A		
28.14	ALC/LG Provides Annual Report to DoD	ALC/LG Provides Annual Report to DoD	ALC/LG	H036B		
29.0	DFAS-DAO Bills Customer	DFAS Commercial Services reviews G004B monthly. Prepare Billing List; Prepare Accounts Receivable; Create SF 1080 Vocher and process through Denver DFAS. DMAG dollars reimbursed by DPEM, SMAG, Central Procurement or Direct Cite Funds.	DFAS Commercial Services Consolidates bills by customer	G004B		
29.01	Billing Report from G004B for Cost Accountant	Billing Report provided to Cost Accountant from G004B.	DFAS Commercial Services Consolidates bills by customer	G004B		
29.02	Cost Accounting Post Billing in POSYS	Cost Accounting posts Billing data into POSYS.	Cost Accounting	G004B, POSYS		
29.03	Accts Receiv Prep SF1080; Reimb DMAG by Sales Code	Accounts Receivable prepares SF1080 to reimburse DMAG by Sales Code.	Accounts Receivable	None Defined		
29.04	DFAS Comm Svcs Consolidates Billing by Customer	DFAS Commercial Services consolidates billing reports by Customer.	DFAS Commercial Services	DFAS		
29.05	DFAS Records Bill Against Prog Ctl No. (PCN)	DFAS Records Bill Against Program Control No. (PCN).	DFAS	DFAS		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
29.06	DFAS Pay & Collect Process SF 1080 w/DFAS-Denver	DFAS pay & collect process SF 1080 w/DFAS-Denver, which updates & replenishes cash accounts.	DFAS	DFAS		
30.0	Request and Procure Modification Kits	MOD Program Manager requests kit purchase. Material items can be purchased from Commercial Sources or other (non-Air Force) DOD Agencies.	MOD Program Manager	None Defined		
30.01	MOD PM Initiate Fund Request via PR/MIPR/AF 616	MOD Program Manager initiates fund request via PR/MIPR, AF616s, etc. MOD package and funds are initiated in CPAS (H103)	MOD Program Manager	H103		
30.02	MOD Program Manager Commit Funds (H103)	Upon receipt of Accounting Certification Document (ACD), funds are committed in CPAS (H103) which represents a funds designation for Buy Action. The difference in a PR and a MIPR is that a MIPR is initiated and committed almost simultaneously. Acceptance of a MIPR by a DOD Agency constitutes a financial commitment of funds whereas, commitment occurs for a PR when the ACD is posted to H103. Other documents are applicable, e.g., AF 616s, etc.	MOD Program Manager	CPAS, H103		
30.03	SPO PM obligates funds	SPO Program Manager obligates funds upon contract award and definitization. The SPO PM posts the transaction to H103.	SPO Program Manager	H103		
30.04	MOD Kit Material Delivery	Materiel (TCTO kit) delivery occurs IAW contract. Materiel (kit) can be shipped for Depot Stock or direct vendor delivery to customer (WSSC). Actual kit delivery to the aircraft is coordinated by the customer through the MOD Manager or the RIM.	Contractor; or WSSC MS&D Personnel	None Defined		
30.04.01	Determine if Modification Kits are under Contract	The MOD Manager identifies whether the kit is covered by a contract, DLA, or by local supply. Mod Manager then verifies that the kit will be delivered on time to support the production schedule. Contractor paid based on DD250 and Invoice. MOD manager for SPO ensures kit delivery will support installation schedule. WSSC Orders each kit by tail number. 99% of contracts are paid from Columbus, Ohio (DFAS).	Modification Manager	None Defined		
30.04.02	Contractor Assembles Modification Kit	Contractor assembles modification kit IAW contract specifications, for both Non-Stock-listed items, or to fill an existing contract by commercial supplier.	Contractor	None Defined		
30.04.03	MOD Mngr Process PR to Contracting OfC for MOD $$	The MOD Manager processes a Purchase Request (PR) to the appropriate Contracting Officer to initiate MOD Funds.	MOD Manager	None Defined		
30.04.04	Contr Ofc Awards Contract (Obligates MOD Funds)	Contracting Officer Awards Contract (Obligates MOD Funds).	Contracting Officer	J016 (BCAS)		
30.04.05	Contractor develops Kit	Contractor develops Kit	Contractor	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
30.04.06	Procure Contract Kit Development	SPO Equipment Specialist contracts with DLA to procure Stock-listed items, and assemble them into kits with a peculiar kit NSN. The kit will be identified in PDMSS as a "K" item.	SPO Equipment Specialist	None Defined		
30.04.07	Process AFMC Form 332 & Obligates MOD Funds	SPO prepares Kit pack-up list (Kitting List); Materiel Requirements List. Product is a kit-specific List Of Materiel (K-LOM). SPO MOD Manager processes the AFMC Form 332 to LG for obligation of MOD Funds in H103.	Modification Manager	None Defined		
30.04.08	DLA Orders Parts for Kits using SMAG Funds	DLA (PRIME) orders required materiel by individual NSNs, for the MOD kit that will be identified by a single NSN.	SPO; DLA	D035A; DSS		
30.04.09	DLA receives & packs Kits-MOD Reimburse SMAG Funds	DLA receives the individual items for the kit, and pack them together into a single kit, identified by a single NSN. ALC SMAG account reimbursed by Central Procurement when DLA issues the completed kit.	DLA	D035K		
30.04.10	MOD Manager schedules delivery by MDS & Tail#	MOD Manager ensures kits are scheduled for delivery by MDS & Tail #.	MOD Manager; SPO	G097 (PDMSS)		The MOD Manager requires access to the subject aircraft schedules.
30.04.11	SPO MOD Mngr est. req's for non-kitted mat'l	SPO MOD Manager sends provisioning Special Program Request (SPR) to Prime Item Manager at DLA. SPR includes Part#, projected quantity for each MOD multiplied by the # of A/C projected, projected cost, cage code, SOS, T.O. fig & index, Units Per Assembly (UPA), and numbers per quarter per fiscal year. Other forecasting measures are available, to include instruction to USAF Prime Item Managers.	SPO MOD Manager	None Defined		
30.04.12	PIM establish NSN; provisions materiel	If required, the Equipment Specialist (ES) established NSNs. The ES then procures required materiel.	Equipment Specialist (ES)	D035K		
30.04.13	Planner validates kit list of materiel	The Planner reviews the List of Materiel, and verifies MOD materiel is not supplied as a part of a kit. The Planner passes the list of non-kit materiel to the Retail Item Manager (RIM).	Planner	P2; Not Defined	Input: MOD List Of Materiel, MOD materiel requirements list (non-kit materiel), which when kit-listed materials are removed, provides the non-kit listed materiel. Output: Non-kit list of materiel forwarded to RIM with recommendations for Special Level, if necessary.	TCTO documentation that identifies materiel required for the MOD, but not included as part of the kit, is currently done with paperwork, as is the Special Level request to the RIM. All of this should be transformed into an electronic format which feeds D035K.
30.04.14	Retail IM establishes Special Level	The RIM establishes appropriate Special Levels using SMAG /GSD (MSD) funds for the non-kit list of materiel provided by the Planner.	Retail Item Manager (RIM)	D035K		
30.05	SPO Mod Mgr Requests Kit Proof	SPO Mod Mgr. requests Planner (Production) to Kit Proof the proposed Modification.	SPO Modification Manager; Production	None Defined		Currently not all Sources of Repair perform a Kit Proof for a required MOD, & therefore cannot accurately assess the impact of that MOD upon their (local) production activity. Therefore each Source of Repair/Installing Activity will be funded by the SPO.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
30.06	Production performs Kit Proof	Production attempts to install the prototype kit on a prototype aircraft using the provided materiel and tech data. Production determines whether the kit package is complete, as well as whether the operational tasks & sequencing of those tasks is correct & complete. Production records the hours by skill required to effect the installation. Production documents errors in the drawings and installation instructions, plus materiel shortfalls.	Production Mechanic, observed by Planner	None Defined		
30.07	Planner Evaluates Mod Kit	Planner evaluates kit proof for required hours, and Mod Kit materiel is satisfactory. WSSC Planner also evaluates requirements for "Disturbed Spares". "Disturbed Spares" refers to those items which must be removed ("Disturbed") in the process of accomplishing the MOD. SPO ES, & Fixer sign-off the AFTO Form 82 Kit Proof verification. SPO Mod Manager & SS produce a joint Supportability Statement which documents any discrepancies/concerns with the MOD kit. This document (Supportability Summary) is forwarded to the Fixer, WSSC Chief, SPO program Manager, SPO/Product Directorate.	Planner; SPO Equipment Specialist; Fixer	None Defined (AFTO Form 82, TCTO/Kit Proof Verification)		
31.0	RIM sets appropriate levels	The Retail Item Manager in the WSSC sets stock and special (low-occurrence, or items with irregular demand history) levels to ensure adequate support for scheduled PDM/Mod, as well as address "hard-to get" items. The Stock Level is based upon historical demand and the List of Materiel emanating from MRRB's Work Brochure.	Retail Item Manager, Supply Tech	G005M; Stock Level is calculated and generated in D035K, SC&D.		Requirement - Automated level setting from G005M (or replacement primary source system). AF 1996, Request for Special Level signed by fixer.
31.01	RIM reviews total asset position	The Retail Item Manager determines what materiel is on-hand, what materiel is on-order and due-in, what the current stock level of required materiel is vs. what it should be, the number of outstanding back-orders and their EDDs, etc. D035K produces periodic report of materiel on hand without demand for 30 months. The retail item manager forwards the report to the supportability specialist who determines requirements.	Retail Item Manager	DO35A, DO35K, SAMS/VMAN		
31.02	Retail Item Manager monitors stock levels	D035K automatically generates the Stock Level based upon past demand. Changes are made by the RIM.	Retail Item Manager	D035K, SC&D		
31.03	RIM set Special Levels	After the Planner and Supportability Specialist review the total asset position for common items, the Planner submits the necessary AF Form 1996s to set/adjusts stock levels, generate requisitions for stock, etc.	Retail Item Manager,	DO35K, SC&D; Planner	AFMAN 23-110 Vol I, Part One, Chapter G402A, EPS12, Section F	
31.03.01	Production submit 521s for HAZMAT authorization	Production submits the necessary AF -521s to validate the requirement for required HAZardous MATerials (HAZMAT)	Production; SBSS (HAZMAT Cell)	Standard Base Supply System (SBSS)		
31.03.02	Planner submit special level requirement to Supply	After reviewing the total asset position for common items, the Planner submits the necessary AF Form 1996s to sets/adjusts stock levels. The Supply Technician generate requisitions for stock, etc.	Planner; Supply	DO35K, EPS, GO97 Technician	PDMSS	
31.03.03	RIM follow-up Special Level requests	The Retail Item Manager (RIM) coordinates with the Supply Home Office to determine the status of outstanding special level requirement(s) (AF Form 1996(s).	Retail Item Manager	DO35K		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
31.03.04	SS/RIM evaluate reason for disapproval	The Supportability Specialist, Retail Item Manager, and Planner evaluates justifications for denial of special level requests, and determines if the request requires correction/should be re-submitted with further justification.	Supportability Specialist, Retail Item Manager, Planner	DO35K, DO43		
31.03.05	SS/RIM modify special level request	The SS/RIM re-accomplishes the special level request in accordance with the reason(s) given for it being disapproved, and re-submits the corrected AF Form 1996(s).	Supportability Specialist; Retail Item Manager	None Defined		Possible to standardize the information required on a AF Form 1996 via PerformPro®; establish a mail group to circulate the form to all required agencies via E-mail; replace the requirement for an authorizing signature with an approving officer-specific code, which could be used in lieu of a signature.
31.04	Establish bench stock min / max levels	Planner reviews all work requirements, determines the Units Per Assembly (UPA) times the Replacement Factor (RPF) for each NSN. and identifies indirect materiel to include in bench stock. The Planner accepts feedback from mechanics & WSSC personnel, and the Tail Team, to recommends changes to the bench stock min-max levels. The Supply Tech maintains bench stock & mechanic's VIDMARs. The Supply Tech records usage via bar-code reader by locations those that require restocking. The bar-code reader facilitates accumulation of data for materiel to reorder, which is consolidated into a list for ordering by the Supply Tech in the WSSCs. Supply Technician reviews usage, and recommends an increase/decrease in the min/max bench stock levels to Planning, as well as recommend whether to add or delete items into/from stockage. The Supply Tech recommends a reduction in the max levels for items which usage has diminished. If the change is approved, excess items will be turned in. The Supply Technician in the WSSC consolidates all bench stock requests into a consolidated listing of items & quantities of bench stock to order. Orders are consolidated to minimize DLA delivery & service charges.	Planner; Supply Technician	P1 (consolidation of individual bar-code requests in D230 (MPS) into a consolidated list, based upon NSN(s) to order); currently being accomplished via G402A (EPS REQ transaction); P1 - bar-code system to simplify inventory of VIDMARs and bench stock; P1 (Build the order list in the Materiel Module in G097, effect the consolidated order direct from G097 materiel module into G402A through D230 (MPS)		Bench stock requirements could be collected via bar-code, & then fed from the bar-code system into MPS, & then forwarded to the WSSC Supply Tech and collated into a consolidated list for the WSSC Supply Tech to order. Cost of smaller orders & distribution to individual bench stocks is greater than maintaining a central MIC location, & then distributing the bench stock from the central location using WSSC personnel. Requires an interface between G097 & G402A - WRAPPER = temp work-around.
31.04.01	Production Supervisor prevent co-mingling of stock	Production Supervisors ensure that mechanics do not co-mingle NSNs within the VIDMARs.	Production Management	None Defined		
31.04.02	Supply Tech establish WSSC level for Bench Stock	The Supply Technician establishes the Bench Stock level for the WSSC - items still owned by LGS.	Supply Technician	G402A (EPS), D035K		Cost of smaller orders & distribution to individual bench stocks is greater than maintaining a central WSSC location, & then distributing the bench stock from the central location using WSSC personnel.
31.04.03	Consumption data updates level in D035K by WSSC	The system compares usage (issues) to the set level, and adjusts the level up or down based upon pre-set criteria.	Automated (D035K)	D035K		
31.04.04	D035K orders Bench Stock to replenish WSSC levels	Level established in the WSSC to support repair activity drops below reorder point. System automatically reorders materiel to maintain the established level in the WSSC. Materiel is delivered to, & stored in, the WSSC warehouse.	Automated: System response to WSSC Issues	D035K		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
31.04.05	Planner identify Bench Stock level requirement	The Planner, with input from the Tail Team, identifies a requirement for a new Bench Stock item by National Stock Number (NSN). The Planner, with input from the Tail Team, determines the Units Per Assembly (UPA) times the Replacement Factor (RPF) for each NSN. The Planner notifies the Retail Item Manager (RIM) of the requirement.	Planner	G097 (PDMSS Materiel Module)		
31.04.06	Supply Tech Monitors Min/Max Bench Stock Usage	Supply Technician reviews usage, and recommends an increase/decrease in the min/max bench stock levels to Planning, as well as recommend whether to add or delete items into/from stockage. The Supply Tech recommends a reduction in the max levels for items which usage has diminished. If the change is approved, excess items will be turned in.	Supply Technician	G402A; G097		
31.04.07	Supply Tech restocks FSA VIDMARs	The Supply Tech inventories FSA VIDMARs. The Supply Tech records via bar-code reader which locations in which VIDMARs require restocking. The bar-code system then produces a consolidated report of materiel necessary to restock all VIDMARs. The Supply Tech gathers all the materiel necessary to replenish all the VIDMARs IAW the inventory, and delivers that materiel to the appropriate VIDMARs.	Supply Technician	P1 - bar-code system to simplify inventory of VIDMARs		Bar-code system to accomplish inventory is not currently fielded.
31.04.08	Supply Tech notify Tail Team of level change	In the course of restocking Bench Stock VIDMARs, the Supply Tech detects a change in usage which may impact continued maintenance of the established level. The Supply Tech notifies Tail Team that an NSN level may drop due to lack of demand/system issues. The Supply Tech confers with Tail Team to determine actual requirement & appropriate actions for correct level maintenance.		Supply Tech	D035K	
31.04.09	Allow system to auto-update level	The system automatically updates the stock level based upon consumption (issue) data history.		Automated	D035K	
31.04.10	Supply Tech manual intervention to maintain level	The Supply Tech notifies the Planner of the need to intervene with a Special Level to override the system-generated stock level. This will counter erratic, but necessary, demands noticed by the Supply Tech, which the system drops from a stock level.	Supply Tech	P1(automatic level replenishment in D035K) - See Issue		Inability of system to respond to changing demands and automatically replenish stock. Much human intervention required.
31.04.11	Supply Tech requests bench stock in D230 (MPS)	The Supply Tech controlling the bench stock, requests materiel to replenish bench stock, based upon issues from Bench Stock to replenish VIDMARs (at the aircraft). The supply tech develops the request in D230 (MPS) by entering NSN & quantity, & forwards to the WSSC supply tech for consolidation & order.	Supply Tech	P1 (consolidation of individual bar-code requests in D230 (MPS) into a consolidated list, based upon NSN(s) to order); currently being accomplished via G402A (EPS REQ transaction)		Bench stock requirements could be collected via bar-code, & then fed from the bar-code system into MPS, & then forwarded to the WSSC Supply Tech and collated into a consolidated list for the WSSC Supply Tech to order.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
31.04.12	Supply Tech Prints Bench Stock Order List	The Supply Technician consolidates all bench stock requests into a consolidated listing of items & quantities of bench stock to order. The consolidated list of bench stock materiel is then ordered.	Supply Technician	P1 (Build the order list in the Materiel Module in G097, effect the consolidated order direct from G097 materiel module into G402A through D230 (MPS)		Requires an interface between G097 & G402A - WRAPPER = temp work-around. Bench stock requirements could be collected via bar-code, & then fed from the bar-code system into MPS, & then forwarded to the WSSC Supply Tech and collated into a consolidated list for the WSSC Supply Tech to order.
31.05	SS/RIM check priority of outstanding orders	The Supportability Specialist & Retail Item Manager checks the priority of outstanding orders and their respective EDDs, and determines if the stock level needs to be increased.	Supportability Specialist, Retail Item Manager	DO35K, G097 (PDMSS)		
32.0	RIM ID A/C Long Lead Time Items w/Project Code	Those items which have an Order Ship Time (OST) which is beyond the required Operation RDD are identified for ordering in advance using AFMC-approved Project Codes for each aircraft Production Division/WSSC/Fixer. Specific NSN and aircraft type accompany the Project Code request.	Retail Item Manager	G402A, EPS; RFM to do forward look by type aircraft for a FY against the List of Materiel		How to determine if something takes a long time? Maintain database of EDD>RDD for x times by NSN; Record delivery of any item requiring more than 90 days? Assumes Wrapper application or RFM used to do forward look by type aircraft for a FY against the List of Materiel
33.0	Contracting Officer establish BPAs / Orders	Establish BPA "charge accounts" with qualified vendors. Warrants include: - <$10K if not SB Set Aside - <$25K if SB Set Aside - >$25K Coordinate with BC if not on GSA Order <$100K	WSSC PK Representative (SPO Contracting Officer)	BCAS, J016		
34.0	WSSC build Op Pckg 10 days prior to 10-day window	10 days prior to Operation RDD, the Supply Technician prints the Operation Package List from PDMSS, and builds the Operation Packages.	Supply Technician	G097 (PDMSS Materiel Module); EPS QR1124 with bin location and "F9" to print		Prime Vendor may impact operational kitting of bench stock items.
34.01	Supply Tech Prints Op Pckg List by Opn # (10 Days)	The Supply Technician prints out the list of all materiel required for a specific operation, for a specific aircraft. The Supply Tech determines which Operation Packages (as identified on the list), are required within 10 days, IAW the production schedule. Inclusion of bench stock materiel in the physical package is the option of the Planner, determined at a local level. Required bench stock materiel should, however, be listed & included in the forward look for the operation.	Supply Technician	G097 (PDMSS Materiel Module), D230 (MPS)		MPS already has functionality to determine items to kit, based upon the planned RPF for each item vs. the RPF which determines the kit. PDMSS Materiel Module functionality supports identification of NSNs on BOM which will be included in a PDM kit. Interface between MPS & PDMSS using the local kit # (i.e. "P" number to represent all NSNs in the kit) to check supportability of the its.
34.02	Supply Tech builds Operation Packages	The Supply Technician checks for excess, on-hand ("Pseudo" - already "owned" by maintenance) materiel which is required for operation package build-up (compare on-hand materiel with required materiel list). The Supply Tech adds materiel from the Pseudo to items on-hand in the TNB to build the operation package. The Supply Tech pulls bench stock items for the operation package. The Supply Tech assembles & stores the package in the Operation & Tail # area until the RDD approaches. the Supply Tech verifies assembly 1-3 days prior to RDD. Materiel not on-hand is placed on-order.	Supply Technician	G097 (PDMSS Materiel Module), G402A (EPS)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
34.03	Supply Tech Inventories Op Pckg; Updates PDMSS	The Supply Tech inventories the Operation Package against the Operation Package list. The Supply Tech notes if any packages are incomplete.	Supply Technician	G402A (PDMSS Materiel Module)		
34.04	MH/E deliver MOD Kit item to kit break-out area	The Materiel Handler/Expediter delivers the MOD kit item to the MOD kit break-out area	Materiel Handler/Expediter	None Defined		
34.05	Production inventory MOD kit	The Production Section inventories the MOD kit for completeness.	Production Section	None Defined		
34.06	Supply Tech input "issue" transaction into system	The Supply Tech logs materiel out of PDMSS "materiel issued from inventory". The Supply Tech updates the Transaction Code of the materiel in the Materiel Module to "Issue". "Issue" means the materiel has been "sold" to maintenance, and "issued" into the Operation Package. The Operation Package has not been assigned to the floor unless/until the ALS has signaled that the package is required IAW the production schedule. This update establishes the Point Of Sale from Supply to Maintenance.	Supply Technician	G097 (PDMSS Materiel Module), D230 (MPS), G402A (EPS)		
35.0	Conduct research as needed	Review of Illustrated Parts Breakdown to derive Part Number, CAGE Code, T.O figure & index, and Source of Manufacture & Repair (SMR) code. The Aircraft Logistics Specialist (ALS)/Forward Logistics Specialist (FLS) queries the appropriate system to convert the information provided by the mechanic into a National Stock Number so that the item can be procured.	Mechanic and Aircraft Logistics Specialist (ALS) / Forward Logistics Specialist (FLS)	D230 (MPS); Paper Tech Order; D043; FEDLOG		Automated Tech Data; ITI-ALC Heads up Display available to Mechanic
35.01	Review Illustrated Parts Breakdown/TO for Part #	The mechanic reviews the appropriate Illustrated Parts Breakdown to identify the Part #, SMR-code, cage-code (if available), T.O Figure & Index, A/C tail number, operation number, and quantity of the required materiel. The mechanic documents this information.	Mechanic	P1 (D230 (MPS-planned items, identified by operation #, from which a part# is selected); P3 (Conversion from paper to electronic format of Technical Order Illustrated Parts Breakdown (IPB)		MPS system automates the mechanic research and order process. The mechanic inputs the results of research into the MPS system, which converts the part # to an NSN, and overlays the NSN onto G402A to order the materiel. This compares with the current system at the other ALCs where the mechanic hand-scribes the information, and provides it to the ALS/FLS, who manually converts the part # to an NSN, & then effects the order.
35.02	FLS performs Part # to NSN conversion	The Forward Logistics Specialist (FLS) queries the appropriate system(s) to convert the part number provided by the mechanic to the appropriate NSN and Acquisition Advise Code (AAC).	Forward Logistics Specialist (FLS)	D043, FedLog, G402A, DIDS		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
36.0	Order Materiel	All materiel is ordered in G402A with a front-end overlay into the Supply system (D035K). Types of materiel orders are: Auto reorder to replenish Stock Levels. Supply Tech manual order WSSc Stock as reequired. Supply Tech order Bench Stock. Long-lead time (order on Project Code). Unpredictable ("stumble on") by Mechanic. CSI exchangeables (DREP support items, i.e. reparable commodities). Items for Operation Package With the exception of long lead time items ordered on project code, and automatic replenishment of Stock Levels, a JON must be opened before a requisition is placed and executed. Additionally, Special Levels may be reconstituted based upon AFMC periodic reviews, requisitioning objective, replacement factor and reorder point.	Forward Logistics Specialist for "Unpredictables" (inspection discrepancies, "stumble on", and functional test requirements); Supply tech orders for all Stock (Planned & Programmed Materiel) and Project Code items.	P1(interface between G097 Materiel Module & G402A/D230); D230 (MPS); G097 (PDMSS Materiel Module); G402A (EPS); D035K	Input: P/N, NSN, JON, Operation #; Tail-# List Of Materiel (T-LOM), Stock/Special Level (re-order point), Min-Level (Bench Stock) Output: Materiel by type, Status Code, Document #	OO-ALC has satisfied the G402A to G097 interface requirement via D230 (MPS), and WR-ALC has satisfied it via (Ordering WRAPPER).
36.01	DO35K auto reorders to replenish WSSC levels	Automated reorder, based upon usage history	Automated	G402A (EPS), D035K		Assertion is that all materiel for which a stock level exists is automatically reordered when the reorder point is reached - question is whether the current auto-order functionality is adequate to support the process.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
36.02	Retail IM Evaluates DREP DLA "CSI" & Capability	Retail Item Manager (RIM) checks on-hand CSI balances in D035K. If 0 balance, then RIM checks the refill status from EXPRESS and determines the MICAP demand. If positive balance in CSI or if 0 balance and there is low /no MICAP, then order item as MICAP via CRI/CSI exchange. All else, go backshop route. Turn-in of LRU/SRU falls within DREP Commodities process. Herein the reparable (CRI) is turned in to DLA and DLA issues a serviceable unit from the CSI. Fund accountability charges the aircraft for a new unit and gives credit for the unit turned in. Within USAF regulations, EXPRESS determines how many items are "pushed" into repair facility for output into CSI. Some reparables are ordered for replacement through supply and a CSI item is released as an exchangeable for assembly on aircraft. Other units are sent to respective backshops for repair, with the repaired item upon return going to Tail Number Bin (TNB). Critical to tracking these items are the following data elements: JON Operation "T" Number After aircraft is stripped, some assemblies are sent direct to a tail number bin by the Materiel Handler/Examiner (MH/E) for storage and reassembly on the same aircraft IAW schedule. RDD Tail # Serial Number if applicable Control Number exists in G005M to control materiel funding on particular operation. ITS assigns an IT# when data is input into ITS. Real Time status is required as it relates to location, constraints and EDD. AFMC Forms 137, 206 and, in backshops, 958 and 959 are used.	Retail Item Manager; Materiel Handler/Expediter	D035K, G337 (Inventory Tracking System), D012 (Make-it), G097 (Materiel Module). G337 is used @ OC-ALC; Locally developed database/spreadsheet and D012 are used @ WR-ALC; G097and local spreadsheet are used		1. Access to EXPRESS required and direct coordination with Source of Repair SSC. 2. Depot PDM currently orders under Urgency Of Need Designator 4/Priority 13, which is too low to compete against worldwide demand. Accordingly priority is raised to MICAP. Current regulation allows MICAP if aircraft is seven days from power on. 3. EXPRESS logic does not recognize PDM schedule date, contract with MAJCOM or money received from MAJCOM for that reparable. That scheduled reparable was recognized since MRRB two years prior and allocated quarterly to the ALC. 4. There must be an interface link between G337 and D012 with G097. 5. AFMC has directed use of ITS IAW DIFMS deployment - to be THE STANDARD Repair tracking system for "Job Routing". 6. Currently, DREP EXPRESS does not recognize the AREP demand because there is no Requisitioning Objective (RO) in AREP; without an RO, there can be no shortfall, nor "Sort Values". Accordingly, EXPRESS has no visibility of AREP demands. Readiness Base Levels (RBL) drive CSI Safety Stock. Prioritization algorithm, (possibly involving a CSRD, in EXPRESS) is currently being overhauled so it will recognize AREP demands.
36.03	FLS / Supply Tech Orders Exchangeable Item	FLS or Supply Tech orders part in G402A.	Forward Logistics Specialist, Supply Tech	G402A (EPS), D035K		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
36.04	Retail IM Contact Prime IM for Action	The Retail Item Manager contacts Prime IM regarding the urgency of need/delivery date needed to meet the schedule via electronic form to forward by e-mail.. Prime Item Manager verifies the EDD. If the EDD is still greater than the RDD, the Retail IM will initiate a "Failure to Support Aircraft Repair" letter to the Prime IM, Fixer, and Product Directorate, and SPO. The letter identifies requisition number by tail number which will not be satisfied by the RDD. Options arrayed to the Prime IM within the letter include: 1. Authorize production to CANN and be reimbursed for direct labor. 2. Initiate "T" Job Order Number (AFMC 206) for local repair or manufacture. 3. Raise priority to release item from CSI. 4. Notify customer that the AMREP Date will slip day-by-day. Additional cost in overtime may be incurred to get aircraft back on schedule. "Lack of Support" charges will be assessed or "other direct costs" will be paid by SPO.	Retail Item Manager	None Defined		Policy Change needed to drive "cost reimbursement" from Prime IM. "Failure to Support" Items should be "counted and accumulated" so if it is a recurring problem, future actions may suggest formal routes into back shops as a part of the MRRB approved PDM work package.
36.05	System Generates Condition Tag for turn-in	The system generates a AFMC Form 95 (if required). The form includes as pre-printed data that part data which was included as part of the original order, to include the NSN, Op#, JON. The system also generates a condition tag (e.g., "repairable-unserviceable green tag").	Automated	D023 (MPS)		MPS is currently only deployed at OO-ALC.
36.06	Tail # LOM Reviewed in Materiel Module (PDMSS)	Forward Logistics Specialist (FLS) access the Materiel Module of the production scheduling system (PDMSS) by Tail # List Of Materiel (LOM) associated with specified operations. The ALS/FLS prints a list of materiel loaded against each operation identified within the current two-week "window".	Forward Logistics Specialist (FLS)	G097 (PDMSS Materiel Module);		
36.07	FLS order Planned Materiel	The Forward Logistics Specialist (FLS)/Supply Tech places the order for planned materiel, or materiel required to accomplish a low-% ("trigger card") by NSN or Part Number, and by operation #, into the materiel order system. The data of the ordered materiel is then overlaid into the schedule system materiel module, with a status of "ORD". Ordered materiel is pre-positioned to support the current two-week schedule "window". The location and timing of pre-positioning of materiel will be effected as locally appropriate. The FLS/ALS use their judgement to determine what materiel to order, when to order it, & where to deliver that materiel.	The Aircraft Logistics Specialist (ALS)/Forward Logistics Specialist (FLS), Supply Tech	G402A (EPS); D230 (MPS) - proposed		OO-ALC uses D230 (MPS) to overlay BOM order data into G402A
36.08	FLS order planned Materiel (Work Around)	Wrapper software checks inventory against LOM by operation, orders the materiel by NSN or en masse, displays status, and posts document number of order(s) in the appropriate systems. System provides a GUI interface and automates the ordering process by operation.	Supply Technician, Forward Logistic Specialist, Retail Item Manager (RIM)	Wrapper Application facilitates application emulation interface in G097 (PDMSS), G402A (EPS)		
36.08.01	Supply Tech/FLS Reviews Tail # BOM NSNs via WRAPPER	The Supply Tech or Forward Logistics Specialist reviews the status of NSNs identified by the WRAPPER that are planned against the subject operation for a particular tail number (Tail # LOM).	Supply Technician, Forward Logistics Specialist	WRAPPER interface between G097 (PDMSS), G402A (EPS)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
36.08.02	avail in D035K/G402A Wrapper Opn BOM chk	Wrapper automatically searches D035K for availability of on-base asset; searches G402A for availability in the WSSC.	Automated (WRAPPER)	"Check Availability" Screen within Wrapper; Interface to and from D035K and G402A.		
36.08.03	Supply Tech/FLS reviews availability & status	Review the array of status "colors" on-base. For those NSN which are not available or below the minimum level needed, decides to order. Colors: Green = In my MIC; Yellow = In someone else's MIC on base; Blue = already ordered against that Operation; Red = not available on base ... (and, should order).	Supply Technician Aircraft Logistics Specialist (ALS); Specialist	Ordering Wrapper interface with D230 (MPS), G402A (EPS) Forward Logistics feed materiel status into PMSS Materiel Module	and D035K - D230	
36.08.04	Supply Tech/FLS orders parts Wrapper reports doc#	Multiple Parts can be ordered by highlighting NSN on the Wrapper Screen	Supply Technician; Forward Logistics Specialist	"Order" Option in in Wrapper, interface to G402A		
36.08.05	& status to PDMSS	Once parts are ordered in G402A, the wrapper automatically receives and posts the Document Number and Status Code to G097, PDMSS from D035K, through G402A	Automated (WRAPPER)	Ordering Wrapper Interface between D035K/G402A and G097		
36.09	Mechanic request materiel for planned operation	While working on the A/C, the mechanic identifies an item required to accomplish the operation. The mechanic reviews & selects the required item in the materiel order system (MPS) from the materiel listed in the operation specific LOM (*pick-list) necessary to accomplish the specific operation. The mechanic will also identify materiel required to accomplish install operations immediately following the associated “remove” operation.	Mechanic	D230(MPS)		G097 (PDMSS) currently links associated remove & install operations. The mechanic should identify materiel required to accomplish the associated "install" operation immediately following the "remove" operation. The FLS/ALS will determine whether the materiel should be ordered immediately & delivered to the aircraft, or if the materiel should be delivered to the TNB. If the item is ERRC-code "T", the ALS/FLS will determine if the order can wait until the materiel review associated with the two-week "window" that contains the "install" operation.
36.10	MPS edits request for previous/excess qty order	The system edits the request (i.e., verifies the requested materiel is on the LOM for the operation) for materiel to verify that the requested materiel has not already been ordered, or that the mechanic is not requesting a quantity that is higher than that planned (JON front-end edit).	Automated (D230-MPS, G097-PDMSS)	D230(MPS), G097(PDMSS)		
36.11	Supply Tech Order bench stock IAW reorder list	The Supply Tech orders bench stock IAW quantities & items identified by the Supply Technician during their routine inventory	Supply Technician	G402A(EPS; D035k		
36.12	Unplanned part for approved op# requested by mech	The mechanic requestes requird materiel in the materiel order system. The mechanic requests the materiel with the priority necessary to meet the RDD shown in the operational schedule. Requests for "Unpredictable" (not planned against the operation, or quantity exceeds that planned against the operation) are stored in a database for review by the planner	Mechanic	D230(MPS)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
36.13	Planner Reviews, Corrects, & Approves request	The Planner receives and reviews the unprogrammed materiel request received in the Materiel Module, and determines if the requested materiel should be planned against an operation, or if the materiel is planned against a different operation. The Planner reviews the quantity ordered against the Tail#-specific List Of Materiel (TLOM) quantity and UPA. If the Planner determines that the materiel should be ordered, the Planner changes the status code in the Materiel Module to "Approved".	Planner	G097 (PDMSS Materiel Module, Status Code "Approve":		What functionality for facilitation of review for unplanned materiel requests exists in D230 (MPS) to compare against which List Of Materiel (i.e., TLOM, rather than LOM or BOM).
36.14	Planner approval signals system to order in MPS	The Planner "approves" the materiel request in the Materiel Module (PDMSS) - approval triggers MPS to overlay the materiel data included in the request into G402A to actually order the materiel.	Planner	D230 (MPS), G402A (EPS), G097 (PDMSS)		Planner "trigger" to effect materiel order upon approval is not yet in place.
36.15	FLS orders ERRC-code "T" item via G402A	The FLS orders an ERRC-code "T" exchangeable item via G402A (EPS).	Forward Logistics Specialist (FLS)	G402A (EPS)		
36.16	Supply Tech order long-lead item w/Project	The Supply Tech orders items they identified as requiring a "long-lead" time by using a Project Code. By ordering the materiel using a Project Code, the materiel can be ordered prior to opening the JON, and it ensures that once received, the materiel will not be issued to any other activity.	Supply Tech	D035K, G402A		
36.17	Order info overlaid into Supply System	Order information input into materiel request application (MPS or WRAPPER) is fed to G402A, which then overlays the data into D035K.	Automated	G402A (EPS); D035K		Auto order overlay is currently only deployed at OO-ALC (MPS - D230)
36.18	RIM / Supply Tech Post Document # in G097	D035K returns Document #. RIM or Supply Tech records each document number into G097 Materiel Module.	Retail Item Manager (RIM), Supply Tech	P1 (Auto-feed from D035K of document #); D035K, G097 (Materiel Module), Ordering WRAPPER		Ordering WRAPPER (currently deployed at WR-ALC) currently update the G097 Materiel Module with the document #. D230 (MPS) is currently under design change to do the same at
36.19	D035K returns Status Code for Order	Status Codes returned from D035K into D230. Materiel status is updated automatically in D230, such that any change (i.e. a BB changes to a BM) is updated in real time, and is visible at the tail of the aircraft.	Automated	P2 (Materiel status and document# should feed into G097 Materiel Module. If an item is BB status, and the ALS/mechanic delay codes the operation for that item, and then the materiel status subsequently changes to BM/IM, the change should electronically notify the ALS, mechanic, & A/C Supervisor that the operation is now "supportable".); MPS (D0230); D036K, G097 (Materiel Module)		This capability currently exist with D0230, however the system is only deployed at OO-ALC. Initial EDD returned by D035K is usually bogus. Accordingly, if "BB" the Retail Item Manager must validate the EDD with the Prime Item Manager.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
37.0	Resolve Materiel Back Orders via Sprtblty Options	Given Back order status code "BB", and the Expected Delivery Date (EDD) beyond the Required Delivery Date (RDD), supportability options are identified to satisfy the materiel requirement. Periodically, supportability reviews are conducted. The monthly supportability review specifically directs actions to resolve identified materiel shortfalls. So also the "Tail Team Rolling 10-Day Forward Look" directs actions to resolve identified materiel shortfalls while advising the Supportability Team conducting the 30-day review. This activity includes options as a result of those reviews. Materiel supportability is only one facet of the total supportability assessed by the Supportability Team, chaired by the Supportability Specialist. The Supportability options include: Substituting Parts Locating Alternate Sources of Supply (SOS) - Lateral - AMARC - Commercial Sources - DRMS Local Manufacturing Raising Order priority to MICAP Cannibalization (CANN) Schedule/Network change	Supportability Specialist, Planner, Retail Item Manager (RIM), and Contracting (PK)	G402A (EPS), D035K, SAMMS/MAN, G097 (PDMSS Planning and Materiel Mgmt Modules), Inventory officer Locator System (ILS), MASS, D012		
37.01	"BM" or "IM" status returned from Supply System	Ordered materiel is available to issue.	Automated	D035K overlay to G402A		
37.02	"FLN" status returned from Supply (not loaded)	The NSN for the requested item is not in the Supply system.	Automated	D035K		
37.03	RIM loads NSN into Supply System	The Retail Item Manager (RIM) query the appropriate system to derive the management data for the subject materiel. The RIM then loads the data into the supply system.	Retail Item Manager	D035K, D043		
37.05	FLS notify RIM of item "BB" status, EDD > RDD	The Forward Logistic Specialist (FLS) receives "BB" status for an item on-order with an unsupportable EDD in the supply system. The ALS notifies the Retail Item Manager to explore substitution options.	Forward Logistic Specialist (FLS)	P1(When a "BB" item is recorded in the Transaction Register with a condition of "EDD>RDD", the system should automatically flags/notify the RIM); D035K Transaction Register (TR); Ordering WRAPPER has posted Document # in TR		Currently AFLC Form 239 is used to identify items to the RIM that will not issue in time to support the schedule

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
37.06	RIM Reviews for Substitutes	The Retail Item Manager queries the supply systems to see if there are items which can be substituted. If a suitable sub is located, the RIM orders.	Retail Item Manager	VMAN, SAMS, D043, "Haystack", DIDS, FedLog, D035K, Tech Orders/Blueprints.		
37.07	FLS tracks daily 'BB' status	The Forward Logistics Specialist (FLS) tracks the status of all outstanding backorders on a daily basis.	The Aircraft Logistics Specialist (ALS)/Forward Logistics Specialist (FLS) tracks the status of all outstanding backorders on a daily basis.	D035K via G097 (PDMSS Materiel Module)		
37.08	RIM explore alternate support options	The Retail Item Manager queries other sources of supply (SoS) for availability, delivery time and cost. If required, notify Supportability Specialist to coordinate with Industrial Operation Backshops for manufacture or repair. The last resort is Cannibalization.	Retail Item Manager	None Defined		
37.09	RIM locate alternate source of supply	The Retail Item Manager (RIM) performs research via appropriate systems and telecom coordination with other on-base accounts, AMARC, Contractor Acquired Part (CAP), Lateral Support, Inventory Locator System (ILS), Defense Reutilization Management Service (DRMS) database, and the "World-Wide Web" to locate the ordered item. If the item is available, the RIM effects the appropriate requisition. Business Rules for ordering: 1) and 2) are mandated by regulation, the remainder are based on logic. 1) DRMS -- Gov't surplus 2) Lateral Support -- Gov't owned property, must pay for shipping 3) Local Purchase -- IMPAC cards, a) MIL Spec formerly Gov't owned property 4) Contract vehicles -- BPA, BDOs, BCAS, a) Non - MIL Spec, requires DCAS inspection 5) Contractor Acquired Property (CAP) -- Purchase orders, Prime DoD vendor. This is not a stocking option, P.O. only covers back order amount. 6) Aerospace Maintenance and Regeneration Center (AMARC) -- requires time to pull, ship, receive, inspect, and refurbish item. ALC pays for pulling and shipping. 7) Local manufacturing	Retail Item Manager	D035K, G402A (EPS), ILS, MICAP Asset Sourcing System		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
37.10	RIM Initiates Appropriate Paperwork for Mnfctrng	Retail Item Manager initiates paperwork to explore whether manufacturing/repair capability exists. The RIM forwards the appropriate documents to the appropriate Industrial Operations shop. Paperwork includes: JON Tail Number Manufacturer's Part Number Quantity WSSC PoC RDD (determined by the early start date for the installation operation of the installation major job)	Retail Item Manager	None Defined		
37.11	Industrial Operation Backshop Pre-plan & Price-Out	In lieu of "replace" actions through supply, this is the "replace" option through manufacturing, another source of supply in backshops. The backshop estimates what can be done, when to be delivered and at what cost. The back Shop Planner reviews Tech Data, Tool, materiel (stock), and skill requirements, and determines whether manufacturing capability exists, & if so, the cost to manufacture the item, and the Estimated Delivery Date (EDD)	Back Shop Planner	None Defined		
37.11.01	RIM Contact Back Shop for Manufacturing Assessment	RIM contacts IO Manufacturing to determine if item can be manufactured, by when and at what cost. NSN/Part Number, Special Drawings and Required Delivery Date are provided to Other Source of Supply.	Retail Item Manager	None Defined		
37.11.02	Planner Reviews Drawings & Determines Capability	The Back Shop Planner reviews previous manufacturing history, drawings & determines if manufacturing capability exists.	Back Shop Planner	None Defined		
37.11.03	Planner Orders Additional Technical Data	If required Tech Data is not on hand, but manufacturing capability exists, the Back Shop Planner orders the required additional Technical Data.	Back Shop Planner	None Defined		
37.11.04	Planner notify Sync Team No Manufacture Capability	The appropriate back-shop Planner notifies the Sync Team liaison that no manufacturing capability exists at the ALC.	Planner (Back-Shop)	None Defined		
37.11.05	Planner Checks Tool Availability	The Back Shop Planner checks for tool availability, required to manufacture the requested item.	Back Shop Planner	None Defined		
37.11.06	Planner Plans for Special Tools	The Back Shop Planner plans for any required special tools to manufacture the requested item.	Back Shop Planner	None Defined		
37.11.07	Planner Checks Materiel Availability	The Back Shop Planner verifies that the required stock is on-hand to manufacture the requested item.	Back Shop Planner	None Defined		
37.11.08	Planner Research if Materiel not Available	The Back Shop Planner effects the necessary research to locate and requisition the materiel required to manufacture the requested item.	Back Shop Planner	None Defined		
37.11.09	Planner Estimates Hours and Costs	The Back Shop Planner develops an estimate of materiel costs and labor hours required to manufacture the requested item.	Back Shop Planner	None Defined		
37.11.10	Scheduler Validates Expected Delivery Date	The Back Shop Scheduler reviews the Planner's estimate for labor hours & the required process routing through the shop(s) to manufacture the item, & determines when (date) the item would be complete.	Back Shop Scheduler	G337 (ITS), D012 (Make-It)		

WBS	Title	Description	Performed by	Systems	Activity Based Info	Issues
37.11.11	Work Package Field & Returned to Aircraft Company	The Back Shop files the cost & process estimate for the manufacture of the requested item, and forwards the estimated manufacturing time to the Aircraft Company.	Backshop Clerk	None Defined		
37.12	IO Backshop Returns EDD & Cost	The planning clerk will return the cost estimate request form with cost estimate and EDD to the WSSC. The form can be returned via e-mail.	Backshop Admin	None Defined		
37.13	Retail IM Contacts Prime IM for Action	Retail Item Manager contacts Prime IM regarding the urgency of need/delivery date needed to meet the schedule. Prime Item Manager verifies the EDD. If the EDD is still greater than the RDD, the Retail IM will initiate a letter to the Prime IM will initiate a "Failure to Support Aircraft Repair" letter. The letter identifies requisition number by tail number which will not be satisfied by the RDD. Options arrayed to the Prime IM within the letter include: 1. Authorize production to CANN and be reimbursed for direct labor. 2. Initiate "T" Job Order Number (AFMC 206) for local repair or manufacture. 3. Raise priority to release item from CSI. 4. Notify customer that the AMREP Date will slip day-by-day. Additional cost in overtime may be incurred to get aircraft back on schedule. "Lack of Support" charges will be assessed or "other direct costs" will be paid by SPO.	Retail Item Manager	None Defined		Policy Change needed to drive "cost reimbursement" from Prime IM. "Failure to Support" Items should be "counted and accumulated" so if it is a recurring problem, future actions may suggest formal routes into back shops as a part of the MRRB approved PDM work package.
37.14	ALS Enters EDD into Scheduling System	The Aircraft Logistics Specialist (ALS) enters the EDD into the Scheduling System Materiel Module.	Specialist	Aircraft Logissts Materiel Module	G0097 (PDMSS)	
37.15	ALS Determines EDD within RDD	The Aircraft Logistics Specialist (ALS)/Forward Logistics Specialist (FLS) will review the EDD within the Materiel Module of the schedule system. The FLS will order the item The Aircraft Logistics Specialist (ALS) will then notify Production of the status.	Aircraft Logistics Specialist (ALS). Forward Logistics Specialist (FLS)	G402A(EPS, G097(PDMSS), D230(MPS)		OO-ALC uses D230 (MPS to order materiel - the mechanic orders materiel, & receives order status via this system, without going through the
37.16	Hot item liaison adds item to hot item inst	Aircraft Logistics Specialist (ALS) initiates the appropriate documents and transmits them to the appropriate Industrial Operations shop to effect MFR/Repair.. * Manufacturer's Part Number * Quantity * WSSC PoC * RDD (determined by the early start date for the installation operation of the installation major job)	Aircraft Logistics Specialist	G337(ITS), D012(Make-It)		
371.17	IO Backshop Loads Incoming Work	Admin person at backshop receives funded work request (AFMC 206) and matches it with Work Package which was previously "priced-out".	Administrative Person in Backshop	D012, "Make-It"		
37.17.01	IO Backshop Load Incoming Work	Admin person at backshop receives funded work (AFMC 206) and matches it with Work Package which was) previously "priced-out".	Backshop Administrative Clerk	D012 "Make-It", G337(ITS)		
37.17.02	Admin Asst Orders Appropriate Technical Data	The Back Shop admin clerk orders the tech data identified as required during the Pre-Plan & Price-Out to manufacture the requested item	Backshop Administrative Clerk	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
37.17.03	Admin Ass't Forwards Work Package/Draw to Planner	The Back Shop Admin Assistant forwards the Work Package/Drawings for the requested item to the back Shop Planner.	Back Shop Admin Asst.	None Defined		
37.17.04	Manufacturing Planner Activities (ALC - Specific)	The Back Shop Planner performs those activities required to plan the manufacture of the requested item.	Back Shop Planner	None Defined		
37.17.05	Manufacturing Scheduling Activities (ALC-Specific)	The Back Shop Scheduler incorporates the requested item into the manufacturing schedule.	Scheduler	D012 (Make-It), G337 (ITS)		
37.17.06	Backshop Manufactures Parts IAW Schedule	The Backshop manufactures the requested item.	Manufacturing Personnel	None Defined		
37.17.07	Sync Team Resolves Competing Priorities	The Sync Team identifies schedule conflicts & capacity constraints which threaten the aircraft schedule. The Sync Team determines the priority of work in process, as well as for work in-queue, and attempts to resolve schedule/priority conflicts.	Sync Team; Aircraft Logistics Specialist	None Defined		
37.17.08	Admin Ass't Contacts WSSC	The Back Shop Admin Asst. notifies the WSSC (Storage & Distribution) that the requested item is finished & ready for pick-up.	Back Shop Admin Asst.	None Defined		
37.17.09	Sync Team Removes Item From Hot Items List	Upon completion of the requested item, the Sync Team removes the item from the Hot Items List.	Sync Team; Aircraft Logistics Specialist	None Defined		
37.17.10	Scheduler Clears Turn-ins & Funding	The Back Shop Scheduler clears any outstanding Turn-ins & Issues to ensure funding (to the back Shop) for the manufactured item.	Back Shop Scheduler	None Defined		
37.18	Tail team evaluates change to RDD	The Aircraft Logistic Specialist and master Scheduler evaluate the available "float time" in the operation, and determines whether or not to delay the operation in the schedule.	Aircraft Logistics Specialist (ALS); Master Scheduler	G097 (PDMSS Scheduling Module)		Float time is determined by the difference between the early start date and the late start date for a operation.
37.18.01	ALS reviews available schedule float time	Float time is determined by the difference between the early start date and the late start date for a major job. The ALS / FLS will review the major job float time within the scheduling system.	Aircraft Logistics Specialist	G097 (PDMSS Scheduling Module)		Float time is determined by the difference between the early start date and the late start date for a operation.
37.18.02	ALS & A/C supervisor develop work-around	Work-around includes re-arranging major jobs, crew size adjustments, multiple shifts, overtime, etc. Rules for work-around: 1). Identify and work major jobs that do not affect the major job of the hot item. i.e. work jobs that are parallel to the major job of the hot item, but are not on the schedule critical path. 2). Man-load the installation major job (apply more people in the current shift) of the hot item to get the major job back on schedule. 3) Apply multiple shifts to the install major job of the hot item. 4) Apply overtime to the install major job of the hot item.	Aircraft Logistics Specialist; Aircraft Supervisor	G097 (PDMSS Materiel Module)		
37.18.03	FLS readjust RDD for impacting items	The Forward Logistics Specialist (FLS) will adjust the RDD for impacting items in the Materiel Module. The FLS will notify the Supportability Specialist (SS) to change the RDD for the impacting item.	Forward Logistics Specialist	G097 (PDMSS Materiel Module)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
37.18.04	ALS notify Sync Team to update hot item list	The Aircraft Logistics Specialist (ALS) provides the item RDD to the Sync Team. The Sync Team will update the hot item list with the new RDDs. For cannibalized items the new RDD will be the early start date of the install operation for the aircraft from which the item was taken. With manufactured / routed items (shoe tags) the hot item list will also be updated to reflect the repair process as opposed to the original intent of replacing the item. (manufacture pieces of a part -vs.- manufacture end item with NSN or P number).	Aircraft Logistics Supportability Specialist; Sync Team	None Defined		Hot Item: Item for which the EDD > RDD; item is Specialist; processed/repaired by Industrial Operations resources
37.19	EDD > RDD - ALS Notify Retail IM of Critical Item	The Aircraft Logistics Specialist (ALS) Notifies the WSSC Retail Item Manager (RIM) that the item is Critical, & requests it be upgraded to MICAP.	Aircraft Logistics Specialist	None Defined		
37.20	Retail IM Change Priority (Initiates MICAP)	The Aircraft Logistic Specialist (ALS)/Forward Logistic Specialist (FLS) initiates a request to upgrade the item to MICAP priority. The Retail Item Manager upgrades the item requisition in the system (DO35K) to MICAP status.	Aircraft Logistics Specialist (ALS), Forward Logistic Specialist (FLS), Retail Item Manager (RIM)	G097 (PDMSS Materiel Mgmt Module), D035K Status Codes	AFMAN 23-110, Vol I, Part One, Chapter 2; Vol III, Part One, Chapter 2, Vol III, Part Two, Chapter 6.	
37.20.01	ALS initiates MICAP	The Aircraft Logistics Specialist (ALS) initiates a request for MICAP upgrade to the WSSC Retail Item Manager (RIM).	Aircraft Logistics Specialist	None Defined		
37.20.02	RIM upgrades requisition to MICAP	The Retail Item Manager (RIM) upgrades the requisition to MICAP status (MR-54.1). The RIM inputs the MICAP EDD into the Materiel Module.	Retail Item Manager	P1 (EDD feed from D035K to G097 Materiel Module); D035K, G097 (PDMSS Materiel Module)		The ALS should be automatically/electronically notified of any changes to the EDD.
37.20.03	RIM attempt to expedite/ coord partial delivery	The RIM coordinates with the Prime Item Manager to try to expedite, or arrange for partial shipment of a minimum-required quantity of the item, in order to meet its RDD. The RIM advises the SS of the status of such actions.	Retail Item Manager	SAMS/VMAN, DO35A, DO35K, BCAS		
37.21	ALS Initiates Cannibalization options	If all efforts to acquire the required materiel by the RDD fail, the Aircraft Logistics Specialist (ALS) initiates cannibalization procedures. The Retail Item Manager (RIM), Prime Item Manager (PIM), and Forward Logistics Specialists perform various functions to support CANN actions. The ALS forwards the number of CANNs, and the number of labor hours consumed to perform CANNs, to the P&A section for analysis and reporting to the SPO.	Aircraft Logistics Specialist (ALS), Retail Item Manager (RIM), Prime Item Manager (PIM), and Forward Logistics Specialists	D035K, G402A, G097 (PDMSS Materiel Module)		Currently SPO will not authorize "Rob Backs" (payment of direct labor hours), and does not have visibility of the true demand. A "Rob Back" D-6 "Wash Post" action hides consumption data from the IM.
37.21.01	WSSC & Production review cannibalization options	The Aircraft Logistic Specialist determines that the MICAP EDD does not support (i.e. the item will not arrive in time to facilitate the operation task against which it is loaded, without disruption of) the PDM critical path-driven schedule, and therefore reviews what (if any) CANN options exist. The WSSC and Production perform research to determine suitable aircraft "donors" from which to "CANN" the required item.	Aircraft Logistics Specialist	G097 (PDMSS)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
37.21.02	Master Scheduler Locates donor A/C via Sched Sys	The Master Scheduler evaluates all (PDM/MOD) aircraft to determine which would be the most suitable "donor" from which to take the required part. First consideration is given to aircraft which may have the required item in Tail Number Bin (TNB) storage, as opposed to those which actually have the item installed. The Master Scheduler notifies the RIM of the selected "donor" aircraft.	Master Scheduler	G097 (PDMSS)		
37.21.03	Retail IM coordinates CANN w/ Prime IM	The Retail Item Manager (RIM)/Supportability Specialist coordinates with the SPO Prime Item Manager PoC for the authority to CANN the item from the ALS-selected "donor" aircraft. The donor aircraft must have justification corresponding to a priority higher than that of the "requiring" aircraft to deny the CANN. Prime IM has to commit funds for labor to do the CANN.	Supportability Specialist, Retail Item Mgr and Prime Item Manager if stock listed. Prime is not involved if NSL item	None Defined		
37.21.04	ALS/FLS Prepares CANN paperwork	The Aircraft Logistic Specialist (ALS)/Forward Logistics Specialist (FLS) prepares CANN paperwork.	Aircraft Logistic Specialist (ALS)/Forward Logistics Specialist (FLS)	None Defined		
37.21.05	Mechanic Removes Part from Donor Aircraft	Mechanic Removes Part from Donor Aircraft	Mechanic	None Defined		
37.21.06	MH/Ex delivers Part to the receiving aircraft	The Materiel Handler/Expediter (MH/Ex) delivers the part to the receiving aircraft.	Materiel Handler/Expediter (MH/Ex)	None Defined		
37.21.07	Supply Tech accomplish D6/D7 "Wash-Post"	Supply Technician accomplishes the D6/D7 "Wash-Post" Transaction.	Supply Technician	G402A, D035K, G097 (PDMSS Materiel Module)		
37.22	Tail Team request Engineering disposition	The Tail Team requests Engineering to confirm that the discrepancy is not Safety Of Flight, and the aircraft can be returned to the customer without repairing the identified discrepancy. If so, the discrepancy is archived, and the schedule is not changed.	Tail Team (Aircraft Logistics Specialist, A/C Supervisor, etc.)	None Defined		
37.23	ALS Requests Schedule Change	The Aircraft Logistics Specialist (ALS) initiates a schedule change through the Master Scheduler to the SPO via appropriate channels. The schedule change represents a slippage of the AMREP Date. The ALS & Tail Team can effect schedule changes peculiar to a specific aircraft, which do not impact other aircraft schedules (WBS 15.1).	Aircraft Logistics Specialist	None Defined		
37.24	Master Schedule Review system sched impact	The Master Scheduler evaluates the impact of the recommended change upon the total weapon system schedule.	Master Scheduler	G097 (PDMSS Scheduling Module)		
37.25	Master Scheduler direct system schedule change	The Master Scheduler determines that system priorities and resource constraints require a change to the aircraft schedule.	Master Scheduler	None Defined		
37.26	Planner Changes Schedule in PDMSS	The Planner changes the tail number specific implementation of the operation schedule (network) by changing the sequencing and /or dependency of operations in response to unprogrammed requirements.	Planner	G097 Schedule Module		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
38.0	Mat'l Handler Examiner receives & stores materiel	Various types of material arrive from diverse locations. MH/E receives, inspects, and stores ordered parts, parts for PDM Operation Packages, parts for MOD Kits, assemblies removed from aircraft during pre-dock strip, bench stock items, and CSI replacement units. Since all material should be identified by tail number, the material is placed in the tail number bin. MH/E also initiates Discrepancy Actions if incorrect materiel/quantity is delivered. Consistent with operation and RDD, MH/E pulls parts from storage and build PDM Operation Packages and MOD Kits.	Materiel Handler/Examiner (MH/E)	P1 (Track materiel inventory & location via Bar Code Technology); G097 (PDMSS Materiel Module)		All materiel received should be tracked as "received" via a bar-code scan. Data scanned in would include the doc#, A/C tail#, Part#, & Operation#, RDD, and install operation#. A system interface will be required to link data from the A/C scheduling system (G097 for RDD, P/N, A/C, tail #, & JON), to the system used to track the status of routed items through the back-shop process (G337 for EDD, status).
38.01	Receive and inspect incoming material	Receive and inspect incoming material. MH/E splits materiel received to fill orders IAW the ordering RCC. Materiel received as part of a MOD kit is inventoried against the shipping document. Materiel received from maintenance (ERRC-code "I", CRIs, materiel removed to FOM) is checked to verify proper documentation ("Green Tag", 1348, PDMSS FOM sticker, etc., as appropriate). The MH/E documents receipt at the MIC in the appropriate materiel system(s).	Materiel Handler/Examiner (MH/E)	D230 (MPS), G097 (PDMSS)		All materiel received should be tracked as "received" via a bar-code scan. Data scanned in would include the doc#, A/C tail#, Part#, & Operation#, RDD, and install operation#. A system interface will be required to link data from the A/C scheduling system (G097 for RDD, P/N, A/C, tail #, & JON), to the system used to track the status of routed items through the back-shop process (G337 for EDD, status).
38.02	MH/E receives materiel for a specific aircraft	For materiel received to fill a specific order, or materiel that is serially-controlled (i.e., the same part that was removed & repaired must be reinstalled on the same aircraft), the Materiel Handler/Examiner (MH/E) updates the Materiel Module to reflect materiel status as "Received". For materiel received from maintenance that was removed to Facilitate Other Maintenance (FOM), the Materiel Module is updated to reflect the TNB location of the item ("Reporting Location for Maintenance").	Materiel Handler/Examiner (MH/E)	G097 PDMSS		All materiel received should be tracked as "received" via a bar-code scan. Data scanned in would include the doc#, A/C tail#, Part#, & Operation#, RDD, and install operation#. A system interface will be required to link data from the A/C scheduling system (G097 for RDD, P/N, A/C, tail #, & JON), to the system used to track the status of routed items through the back-shop process (G337 for EDD, status).
38.03	MH/E Initiates ROD for discrepant material	The Materiel Handler/Examiner (MH/E) initiates ROD for delivered materiel which he determined to be discrepant.	Materiel Handler/Examiner (MH/E)	None Defined		
38.04	MH/E report discrepancy to Materiel Supportability Section	Materiel Handler/Examiner (MH/E) submits the accomplished ROD for discrepant materiel to the WSSC Materiel Supportability section.	Materiel Handler/Examiner (MH/E)	None Defined		
38.05	MH/E receive materiel for stock	The MH/E records receipt of materiel received for stock. "Receive" transaction is effected via scanning the bar code label that accompanies the received item. Bar code data includes NSN, document #, & quantity.	Materiel Handler/Examiner	G402A (EPS)		Although Supply/DLA issues materiel with bar-coded labels, the capability to read those bar codes to effect the receipt process is currently not deployed. All materiel received should be tracked as "received" via a bar-code scan. Data scanned in would include the doc#, A/C tail#, Part#, & Operation#.
38.06	MH/E clears "in-transit" in supply system	The MH/E clears the "in-transit" status of received items in the supply/materiel system.	Materiel Handler/Examiner	Materiel (D230 (MPS); G402A (EPS)		Materiel issue documents include bar-code data, however bar-code hardware is not universally available. Bar-code capability would expedite this process.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
38.07	MH/E places stock items in proper WSSC location	The Materiel Handler/Examiner sorts materiel received for stock, and places them in the appropriate WSSC warehouse location.	Materiel Handler/Examiner (MH/E)	None Defined		
38.08	EPS generates "issue" document in WSSC	The Supply Requisition system (G402A - EPS) generates document when an item placed on order is issued from MIC stock.	Automated	G402A (EPS)		
38.09	Supply tech transmit issue document to MH/Ex	The Supply Tech transmits the issue document for materiel ordered for an aircraft to the Materiel Handler/Expediter.	Supply Technician	None Defined		
38.10	MH/Ex pulls materiel from location, moves to TNB	The Materiel Handler/Expediter removes items from their "stock" location within the MIC to the TNB. Movement is effected in response to a schedule-driven materiel issue transaction.	Materiel Handler/Expediter	D035K		All materiel received should be tracked as "received" via a bar-code scan. Data scanned in would include the doc#, A/C tail#, Part#, & Operation#, RDD, and install operation#. A system interface will be required to link data from the A/C scheduling system (G097 for RDD, P/N, A/C, tail #, & JON), to the system used to track the status of routed items through the back-shop process (G337 for EDD, status).
38.11	System captures manufactured item data	When the MH/E receipts for manufactured items (via bar code) the system must capture data on each item to include part #, operation #, JON, aircraft tail#, and quantity. The captured data is available to the planner for review & analysis.	Planner; Materiel Handler Expediter (MH/E)	D230 (MPS, for bar code input), G097 (PDMSS)		Requires a two way data feed between MPS & PDMSS to facilitate bar code input of data through MPS into PDMSS
38.12	Planner reviews unplanned manf item data	The Planner reviews the system generated data on unplanned manufactured items. The Planner notes the occurrence of each item, and if there is a "significant" quantity, the Planner may elect to plan that item against the operation, notify the Equipment Specialist to change the Acquisition Code for the item, notify the Retail Item Manager to change/establish a level for the item, notify the Master Scheduler to evaluate the impact to the aircraft schedule to manufacture the item, or any combination thereof.	Planner	G097 (PDMSS), e-mail		
38.13	Planner advise ES to update acquisition code	The Planner advises the Equipment Specialist to update the Acquisition Code for the item, based upon recorded usage history.	Planner	None Defined		
38.14	MH/E places aircraft materiel in tail numbr bin	The Materiel Handler/Examiner (MH/E) receives, inspects and places aircraft materiel, to include manufactured items, process routed repair items, CSI assets, items removed to Facilitate Other Maintenance (FOM), Mod kit parts, and PDM kit parts in the aircraft Tail Number Bin (TNB). MH/E updates the Materiel Module to reflect TNB location of received items.	Materiel Handler/Examiner (MH/E)	G097 (PDMSS Materiel Module)		All materiel received should be tracked as "received" via a bar-code scan. Data scanned in would include the doc#, A/C tail#, Part#, & Operation#, RDD, and install operation#. A system interface will be required to link data from the A/C scheduling system (G097 for RDD, P/N, A/C, tail #, & JON), to the system used to track the status of routed items through the back-shop process (G337 for EDD, status).

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
39.0	MH/E delivers items IAW Schedule & Requirements	Materiel Handler/Expediter (MH/Ex) Delivers materiel (Parts, Bench Stock, Kit, Routed Items) to the aircraft IAW RDD date. MH/Ex delivers ERRC-code "T" item to DLA. FLS submits discrepancy reports and reorders items when required . DLA does have the capability to deliver items to any recognized delivery destination, to include the tail of the aircraft.	Materiel (MH/Ex), FLS, ALS	G097 PDMSS Handler/Expediter	(Materiel Module)	
39.01	MH/Ex delivers ERRC-code "T" item to DLA	The Materiel Handler/Expediter delivers CRI, ERRC-code "T" items received from production (DIFM item) to the appropriate DLA drop-off point.	Materiel Handler/Expediter	None Defined		
39.02	Item is picked up by FLS / mechanic	Items which cannot be delivered by the Materiel Handler/Expediter (MH/Ex) (i.e. HAZMAT), are picked-up by the mechanic.	Mechanic, Forward Logistics Specialist (FLS)	None Defined		
39.03	MH/Ex delivers indirects to Bench Stock location	The Materiel Handler/Expediter delivers indirect materiel to the appropriate bench stock location.	Materiel Handler/Expediter	None Defined		
39.04	FLS notifies MH/Ex of materiel requirement	The FLS notifies the materiel Handler/Expediter that materiel stored in the aircraft TNB is required at the aircraft.	Forward Logistics Specialist	None Defined		
39.05	MH/Ex delivers item to FSA	The Materiel Handler/Expediter (MH/Ex) delivers items to the FSA.	Materiel Handler/Expediter (MH/Ex)	None Defined		
39.06	MH/Ex delivers item directly to the aircraft	The Materiel Handler/Expediter (MH/Ex) delivers items directly to the aircraft. This includes oversized items delivered directly from the backshop, or FOM not otherwise stored in the TNB.	Materiel Handler/Expediter (MH/Ex)	None Defined		
39.07	FLS receipts for the materiel from MH/E	FLS is designated as the Primary person to receipt for materiel. Other personnel at the aircraft (i.e., ALS, A/C Super, mechanic) may also receipt for the materiel. The receipt action is a signature on either a DD Form 1348-1 for direct & indirect materiel, or a AFMC Form 137/958/959 for routed repair items.	Forward Logistics Specialist	D230 (MPS)		Although Supply/DLA issues materiel with bar-coded labels, the capability to read those bar codes to effect the receipt process is currently not deployed. All materiel received should be tracked as "received" via a bar-code scan. Data scanned in would include the doc#, A/C tail#, Part#, & Operation#.
39.08	Mechanic IDs item is discrepant, notifies ALS	Mechanic IDs delivered item as discrepant and notifies Aircraft Logistics Specialist.	Mechanic	None Defined		
39.09	Non-A/C materiel - ALS coordinate replacement	The ALS coordinates replacement of Non-A/C materiel items to the aircraft.	Aircraft Logistics Specialist (ALS)	None Defined		
39.10	Mechanic initiates a QDR	Mechanic IDs delivered item as discrepant and initiates Quality Deficiency Report.	Mechanic	None Defined		
41.0	Provide Briefing/Meeting/Coordination Support	The WSSC P&A Section provide support to the WSSC Chief for meetings and briefings, coordination with other agencies, & performs Other Duties as Assigned.	Admin Assistant, P&A Analyst	None Defined		
41.01	Support Weekly AREP Briefing to Fixer	The WSSC P&A Section provides support to the WSSC Chief for the weekly AREP Briefing to Fixer.	P&A Analyst	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
41.02	P&A Support Monthly Management Reviews (2) to CC	The WSSC P&A Section provides info for two monthly briefings - Management Review of SPO and Production Division performance indicators - Financial Mgmt Review. Depot Maintenance Activity Group (DMAG)- Financial Mgmt Board (FMB) for Actual/Target/Variance financial measures.	P&A Analyst	None Defined		
41.03	P&A Perform Special Projects	The WSSC P&A Section performs special projects as required by the WSSC Chief and/or Fixer.	P&A Analyst	None Defined		
42.0	P&A Develop & Maintain Operating Procedures	The WSSC P&A Section develops procedures from the AREP process by section and position.	P&A Analyst	None Defined		
42.01	P&A Review AREP Objectives and Desired Results	The AREP Standard Manual contains Mission, Objectives, Process, Organization, Functions, Systems, Positions and Measures. The P&A Section reviews Objectives and Results in the manual. Other inputs for review include Mission Changes, Management Direction, RODS, Quality and Materiel Deficiency Reports, Warranty and desired results. During the review, attention is paid to variances in objectives or results peculiar to normal or swing shifts.	P&A Analyst	G097 (PDMSS) Prescribed Reports/Scheduling Module: D035A,K,J; G402A; G004L,H; G019C		
42.02	P&A Review Functions and Tasks by Section	The AREP Standard Process in the AREP Standard Manual contains standard Functions and Tasks. The P&A Section reviews functions by section and tasks by position, and evaluates duties and responsibilities by position. Not all tasks and functions pertain to all workload, locations and aircraft. Some workloads require additional tasks. As such, unique procedures may pertain.	P&A Analyst	None Defined		
42.03	P&A Document the Sequence of Activities and Tasks	The WSSC P&A Section lists and validates tasks which are performed, in the prescribed order of performance.	P&A Analyst	None Defined		
42.04	P&A Develops SOPs & OIs by Task	The WSSC P&A Section writes actual procedures by task, IAW USAF directives. Procedures include all workarounds which are site peculiar. P&A writes procedures which serve as alternatives to established, routine. e.g. "What-if we are not able to do ..., then: ..." Intent is to codify procedures for routine work-arounds. Identified interim work-arounds will be sent to other ALCs for information and forwarded to AFMC LPCCB for possible approval and incorporation into the AREP Process.	P&A Analyst	None Defined		
42.05	P&A Monitor the Need for Changes to on-line SOPs	The WSSC P&A Section will monitor the currency/relevance of published SOPs throughout the process. P&A will make changes to SOPs as required. Current changes are made to paper copies; in the future, when SOPs are on-line, changes will be made electronically.	P&A Analyst	None Defined		
42.06	P&A Develop Required Changes to SOP	The WSSC P&A Section develops required changes to SOPs. Changes reflect requirements identified during routine monitoring of published SOPs.	P&A Analyst	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
42.07	P&A Post Developed Changes to the SOP	The WSSC P&A Section will post changes to SOPs as required. Current changes are made to paper copies; in the future, when SOPs are on-line, changes will be made electronically.	P&A Analyst	None Defined		
42.08	P&A Distribute Standard Operating Procedures	The WSSC P&A Section distributes SOPs to each person assigned to the WSSC, the Fixer, Supervisors, and other appropriate personnel.	Admin Assistant	None Defined		
43.0	P&A Coordinates for, and Provides Training	The WSSC P&A Section provides training that includes overview and introductory training, as well as Mandatory and Qualification Training.	P&A Analyst, Training Manager, DP or Home Office	None Defined		
43.01	P&A Develop Training Materials	The WSSC P&A Section coordinates the entire training effort...whether done by DP, contractor or home office (for matrix personnel). This includes approval of training materials.	P&A Analysts	None Defined		DP has their own Training Methodology; and may have CBT Authoring Software or other operating systems peculiar to training When established (FL reorganization), the Home Office to be driver for Training
43.01.01	P&A Develop Performance-Oriented	The WSSC P&A section develops performance-oriented training objectives that support the WSSC/AREP process. Performance -Oriented Objectives consists of TASK - CONDITION - STANDARD.	P&A Analysts, Training Manager; DP; Contractor; Home Office	None Defined		
43.01.02	P&A Develop Lesson Outline	The WSSC P&A Section develops training outlines IAW defined training objectives.	P&A Analysts, Training Manager; DP; Contractor; Home Office	None Defined		
43.01.03	P&A Prepare Student Courseware / Oversee Dvlpmnt	Developed courseware includes overhead transparencies, view-graphs, paper handouts, practical exercises, student workbooks, desk-side references, computer-assisted Instruction, on-line Help Screens, etc.	Training Manager; DP; Contractor; Home Office, P&A Analyst	None Defined		
43.01.04	Training Manager Validates Training Materiel	The Training Manager validates developed training materials against procedures by process and position. Validation of training materiel by the Training Manager represents approval for use.	Training Manager	None Defined		
43.02	P&A Prepare Trainers for Training	The courseware developer can either "train the trainer" to deliver the developed materiel, or can themselves be identified to deliver the training.	P&A Analyst; Trainer	None Defined		
43.03	Assess Non-AREP specific Trng req by other agents	Assessment is based upon a gap analysis between current skill set and skills required to perform the tasks at hand.	P&A Analyst and immediate supervisors	None Defined		
43.04	P&A Provide Trng Requirements for Trng from Others	The WSSC P&A Section passes personnel training requirements involving non-WSSC-specific subject matter to the appropriate home office or DP.	P&A Analyst	None Defined		
43.05	P&A ID Follow-On /Remedial Training Reqmnts	As a result of internal surveillance, changes to policies and procedures, trend analysis, measured performance deficiencies, system changes, remedial training requirements, etc., are identified.	P&A Analyst	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
43.06	P&A Coord Time, Place & Resources for Training	The WSSC P&A Section collects all materiel/resources necessary to conduct subject training. P&A schedules appropriate training facility(ies), coordinates with supervisors, & notifies personnel of the training schedule.	P&A Analyst, Trainer	None Defined		
43.07	P&A Conduct WSSC Overview Training	The WSSC P&A Section conducts training covering the process and tenets of the WSSC & AREP for familiarization.	Trainers	None Defined		
43.08	Train Personnel on Specific Tasks IAW SOP	Trainers conduct position-specific task training, IAW identified WSSC/AREP requirements.		Trainer As required by Courseware		
43.09	P&A Train Personnel on Non-Job Specific courses	The WSSC P&A Section schedules and/or performs periodic mandatory training of non-position-specific tasks for WSSC personnel (i.e. Security, Safety, "Buddy Care" etc.)	Trainer, P&A Analyst	None Defined		
43.10	Provide/ Coordinate Other External Training	The WSSC P&A Section schedules periodic mandatory training of non-position-specific subjects for WSSC personnel (EEO, CPR, Computer, Driver's License, etc.).	Trainer (External)	None Defined		
43.11	Supervisor Updates Personnel Training Records	Supervisors update personnel training records (Civilian, Automated AF Form 971 & Military, AF Form 623; 201 Files) of assigned personnel to reflect accomplished training.	Supervisors maintain Forms; Personnel actions Specialist updates personnel files.	None Defined		
44.0	P&A Provide Internal Survey of Procedures/ Tasks	The WSSC P&A Section performs periodic surveys of WSSC procedures to verify they support mission objectives. The results of these surveys are reported to the Fixer.	P&A Analyst	None Defined		
44.01	P&A Reviews Current Operating Procedures	The WSSC P&A Section reviews current OIs/SOPs, and queries supervisors for additional areas that should be reviewed/checked. The P&A Section updates their checklists for evaluations.	P&A Analysts	None Defined		
44.02	P&A Evaluates Tasks to Standards	The WSSC P&A Section uses checklists to evaluate the performance to standards found in external and internal OIs/SOPs, and AREP Measures.	P&A Analyst	None Defined		
44.03	P&A Perform Evals Annually IAW Published Schedule	The WSSC P&A Section conducts annual evaluations of WSSC operations. Evaluation methodology may include a desk side audit, and use checklists developed IAW OIs/SOPs, by task and/or function. Evaluation areas may include special interest items from Fixer or WSSC Chief.	P&A Analyst	None Defined		
44.04	P&A Evaluate as needed IAW Trend or Directions	The WSSC P&A Section performs evaluations as directed, or as required to determine the cause of adverse trends.	P&A Analyst	None Defined		
44.05	Determine Measures of Internal Procedures & Tasks	The WSSC P&A Section continuously monitors & reviews internal WSSC process performance & feedback, to determine the correct metrics for providing accurate feedback that is useful for focused and effective process improvement. Selected measures must accurately reflect the status of critical indicators of WSSC success.	P&A Analyst	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
44.06	P&A Identify Primary Information Sources	After determining the most relevant metrics for WSSC process measurement, the WSSC P&A Section identifies the source(s) for the information used to collect those metrics.	P&A Analyst; System Analysts	As Determined		
44.07	ID Acceptable Measures of Internal WSSC Perf	Subsequent to determining the correct metrics for providing accurate feedback, the WSSC P&A Section determines the parameters for acceptable WSSC performance when measured against the selected metrics, IAW Fixer guidance.	P&A Analyst	None Defined		
44.08	P&A Collect Process Information	The WSSC P&A Section collects metrics data from appropriate sources.	Automated	IAW Identified Sources		
44.09	P&A Evaluate changes to existing Workload/Programs	The WSSC P&A Section evaluates the adequacy, quantity, and availability of mission essential resources (equipment, computer upgrades, space, lighting, manpower, etc.) in the WSSC or FSAs.	P&A Analyst	None Defined		
44.10	P&A Provide Non-Attributed Results to WSSC Chief	The WSSC P&A Section provides the results of internal evaluations to the WSSC chief. Initial results can be provided in the form of an informal outbrief, followed by a written formal report or Memorandum For Record.	P&A Analysts	None Defined		
44.11	P&A Provides Written Reports to Select Personnel	In addition to the Fixer, the WSSC P&A Section provides results of inspections & evaluations to select personnel (e.g., Trainers, Supervisor, Employees), IAW WSSC Chief guidance. Personnel may be required to provide responses to observations or discrepancies, IAW WSSC Chief Guidance.	P&A Analyst	None Defined		
44.12	P&A Review Replies to Surveillance Reports	The WSSC P&A Section reviews report replies for content, and assess whether necessary corrective actions implemented by the respondees are adequate and relevant to the report observation, (training etc.) or if changes to policy or resources are necessary.	P&A Analyst	None Defined		
44.13	P&A Makes Procedural Changes as Necessary	Based upon the results of internal inspection and report feedback, the WSSC P&A Section identifies solutions which involve WSSC procedural changes.	P&A Analyst	None Defined		
45.0	P&A Measures the Entire AREP Process	The WSSC P&A Section reviews pertinent information from established measures of effectiveness within the AREP Process.	P&A Analyst	None Defined		
45.01	P&A Determine Measures of Process Performance	The WSSC P&A Section continuously monitors & reviews process performance & feedback to determine the correct metrics for providing focused and effective process improvement. Selected measures must accurately reflect the status of critical indicators of WSSC/AREP success.	P&A Analyst	None Defined		
45.02	P&A Identify Primary Sources of Information	After determining the most relevant metrics for AREP process measurement, the WSSC P&A Section identifies the source(s) for the information used to collect those metrics.	Analyst	P&A Analyst; System	None Defined	

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
45.03	P&A Identify Acceptable Measures of Performance	Subsequent to determining the correct metrics for providing accurate feedback, the WSSC P&A Section determines the parameters for acceptable AREP performance when measured against the selected metrics, IAW Fixer guidance.	P&A Analyst	None Defined		
45.04	P&A Collects Information	The WSSC P&A Section collects metrics data from appropriate sources.	Automated	IAW Identified Sources		
46.0	System Support Specialist Provide Support to Users of Systems	The WSSC P&A section routinely reviews the adequacy of system support to the WSSC. The System Support Specialist provides user support for hardware & software.	System Support Specialist	None Defined		
46.01	System Support Specialist reviews adequacy of WSSC system support	The WSSC P&A section routinely reviews the adequacy of system hardware, software, and infrastructure support to the WSSC & AREP. P&A collects user-recommended changes to systems functionality.	System Support Specialist	None Defined		
46.02	System Support Specialist provides On-call Computer Support	The WSSC P&A Section provides basic system customer support for both hardware and software on-site. P&A refers more complex problems to the appropriate off- site office/agency.	System Support Specialist	None Defined		
47.0	P&A Analyzes Trends	The WSSC P&A section collates essential performance indicators, evaluates metrics, and compares them to like-aircraft results and baseline. The WSSC P&A section determines root causes for variances from standards.	P&A Analyst	None Defined		
47.01	P&A Analyzes Data IAW Measures	The WSSC P&A Section compares collated essential performance indicators, and evaluates metrics against acceptable measures. P&A determines if performance meets standards. The WSSC P&A Section updates and analyzes trends.	P&A Analyst	None Defined		
47.02	If Measures are Unacceptable, P&A Identify Problem	The WSSC P&A Section Identifies the problem/ Root Cause of unacceptable measures or negative/adverse trends, and evaluates options to resolve the problem.	P&A Analyst	None Defined		
47.03	If Measures are Acceptable, P&A Provides Report	If the Measures of Performance are acceptable, the WSSC P&A Section produces a report IAW scheduled reviews.	P&A Analyst	None Defined		
47.04	P&A Develop Strategies to Solve Negative Trends	The Supportability Specialist chairs a cross-discipline (Strategy Team) strategy development session, which develops proactive strategies to satisfy chronic/acute supportability shortfalls. Examples for "strategies" include modification of levels for low & high RFP items, establishment of special levels for low-cost, low-usage items, coordination of orders and usage with the schedule, etc. Developed strategies should optimize the functionality inherent in the existing support system(s) whenever possible (i e., guarantee of DLA- provision of DLA-managed items provided 85% of requested materiel is bought back, local purchase, etc.), but would also address any required policy changes (i e , storage time limitations). Strategy Team consists of Planner, RIM, PK Officer, Chief of Supply rep, chaired by the Supportability Specialist	Supportability Specialist; Planner	None Defined		No system currently provides this information.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
47.05	SS develop strategies to ensure mat'l funding	The Supportability Specialist prioritizes the materiel requirements for Depot maintenance based upon appropriate criteria (i.e. cost, usage, RPF & occurrence factors (i.e., high-cost, low-usage items), etc.). Based upon that stratification & the funding available to support that materiel, the SS develops strategies that ensure that all packages loaded onto the fixer are cost- supportable against SMAG and Fixer funds. It is the sole responsibility of the SS to analyze the cost of supporting the entire Weapon System Depot Repair requirements against total dollars available, to develop strategies to ensure the funding is available, and assure the strategies are in place. If the SS is unable to develop a successful strategy to ensure funding of PDM materiel requirements, or when changes occur which threaten adequate funding of the identified materiel requirements, the SS determines the impacts to schedule, and reports those impacts to Management (SPO, Fixer, ALC CFO).	Supportability Specialist	P1 (Funding shortfalls); None Defined	The System identifies to the SS funding shortfalls in the form of materiel required to accomplish scheduled work vs. funding available to buy the required materiel any time that information changes (i.e., if the Item Manager changes (delays) the contract delivery date of a contract for materiel to support PDM work to accommodate funding changes, or a contract goes delinquent), and identifies to the SS the impacts to schedule of the resultant materiel shortfall	No system currently performs the required ABI functionality
47.06	Review WSSC Workload & Operations	The review by the WSSC P&A Section includes the impact of requirements on facilities, equipment, systems, materiel, budget and manpower.	P&A Analyst	None Defined		
48.0	P&A Recommends Changes to Fixer	The Procedures & Analysis Section recommends changes to the Fixer, based upon trend/data analysis. Recommendations can include changes to process, equipment & facilities, information systems, training, & employee discipline.	P&A Analyst	None Defined		
48.01	P&A Recommend Process Changes	The WSSC P&A section recommends changes to the subject process, based upon their analysis of data, trends, & histories.	P&A Analyst	None Defined		
48.02	P&A Recommends Equipment & Facility Changes	The WSSC P&A section recommends changes to existing facilities, based upon their analysis of data, trends, & histories.	P&A Analyst	None Defined		
48.03	P&A Submit Request for Facility Imprvmnt / Equip	The P&A Section prepares a request to Facility Engineers to Build/Modify/ Improve existing facility(ies) for FSA/WSSC/Warehouse/Hangars in response to identified requirements. Request equipment needed therein.	P&A Analyst	None Defined		
48.04	P&A Recommend Discipline Changes	The WSSC P&A Section recommends changes that impact management & discipline of personnel, based upon their analysis of data, trends, & histories.	P&A Analysts	None Defined		
48.05	P&A recommend Training Changes	The P&A Section recommends changes to existing training programs/curricula, based upon their analysis of data, trends, & histories.	P&A Analyst	None Defined		
48.06	P&A Recommends Information System Changes	The P&A Section recommends changes to existing Information Management System(s), based upon their analysis of data, trends, & histories.	P&A Analyst	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
48.07	P&A Recommend no action: Out of Process Occurrence	The Root Cause of an unacceptable measure is identified as being an Out Of Process Occurrence, i.e. not indicative of a problem requiring resolution. The occurrence is noted and archived for future analysis should it recur.	P&A Analyst	None Defined		
61.0	Joint Supportability Review of Program by FY	Joint supportability meeting called by SPO Program Manager. Personnel participating include Equip Spec, Engineer, Prime IM, Planners, Supportability Specialist. Joint review team establishes the time frame when workload is supportable (by year, for materiel & support equipment). All participants verify that they have accomplished their requisite reviews. SPO Program Manager & Supportability Specialist declare PDM workload supportable, & therefore ready for MRRB. SPO Program Manager & SS produce a joint Supportability Statement which documents any discrepancies/ concerns with the supportability of the workload. The SPO will not allow unsupportable tasks to be loaded as part of the Work Package at MRRB. This document (Supportability Summary) is forwarded to the Fixer, WSSC Chief, SPO Program Manager, & SPO/Product Directorate. Notification triggers the Prime Item Manager to effect all required actions (i.e. renewed/additional contracts) to ensure the items are available when required to execute the scheduled PDM. The SPO & SS review the BOM for supportability. The Planner & Inventory Management spec verifies the completeness of the SPO-provided LOM. In addition to manpower skills & workload impacts by fiscal year, other resources to be evaluated include: * Facility (hangar) * AGE-Special Equipment * Special tools * HAZMAT * Aircraft history (by model) * Bill of Materiel This review also applies to planned modifications (MODs) by fiscal year.	Joint Supportability Team (Equip Spec, Planners, Supportability Specialist)	GO37E, GO37F, G037G (labor), GO17 Engineer, Prime IM, equipment), GO19C, G004L, G004H (materiel), G004K (facility), and GO05M		Assume that a final price-out adjustment agreement is worked out between the SPO, FM, (industrial Production and the WSSC. This includes verification that the correct rates are being applied against the hours to the different RCCs. D357 (RFM) would help simplify materiel supportability assessments occurring in this activity.
61.01	Prime IM effects new materiel requirement contract	Notification triggers the Prime Item Manager to effect all required actions (i.e. renewed/additional contracts) to ensure the items are available when required to execute the scheduled PDM.	Prime Item Manager	DO41; VMAN/SAMMS		
61.02	SPO PM requests that WSSC accept workload	SPO PM requests that WSSC accept workload. SPO PM provides WSSC with Draft Work Spec. WSSC Planner reviews the draft Work Spec (tasks only - no hours), and determines if Production can accomplish the work as specified, based upon the technical data provided by the SPO PM.	SPO; Planner	None Defined		An automated system for workload planning does exist, and was prototyped with E-3, called ProPlan (KBSI). This system can be used to assist with the creation of Work Specifications. It has yet to be approved as a standard system.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
61.03	Planner evaluates resources for prototype	The Planner coordinates with the System Program Office (SPO) to determine if any task descriptions warrant prototyping or "First Article" before an accurate man-hour estimate can be rendered. Tasks which require prototyping or "First Article" are not man-hour estimated by the Planner. The Planner & Inventory Management Specialist verifies the completeness of the SPO-provided LOM. In addition to manpower skills (to include Job Routing to the back-shops) & workload impacts by fiscal year and hours by RCC, other resources to be evaluated include: * Facility (hangar, ramp space, IO capability, functional test, etc.) * AGE-Special Equipment * Special tools * HAZMAT * Aircraft history (by model/MDS) * List of Materiel * Any other resource not heretofore identified	Planner; Inventory Management Specialist	G097(PDMSS), GO37E, GO37F, G037G (labor), GO17 (industrial equipment), GO19C, G004L, G004H (materiel), G004K (facility), and GO05M.	Compare resources against schedule requirements. Input: Resources and proposed schedule/workload. System functionality includes a "what-if" analysis capability to optimally configure resources to schedule to optimize/minimize the impact of the constraint(s). Output: Resource constraints/shortfalls	System functionality currently does not include an automated analysis to compare available resources other than labor (i.e., special equipment, facilities, etc.) against a given workload, to identify constraints/shortfalls. Rates applied to the Work Package, & subsequently sold at MRRB, as a fixed price, & is not updated to account for changes to the rates actually in force when the SOW is executed. Rates are currently applied against the A/C company by a "roll-up" of all the A/C company rates; propose that hours to perform the work be prorated to the RCCs that will actually perform the work, with the appropriate rates applied to those hours. D357 (RFM) would help simplify materiel supportability assessments occurring in this activity.
61.04	Equip Spec verifies Stock List	Engineer's Bill of Materiel (BOM), evaluates whether all parts are stock listed, and takes action to stock list any items which do not have an NSN.	The appropriate Equipment Specialist reviews the		Equipment Specialist	D043

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
61.05	Joint sprtblty review. SPO & SS verify PDM sprtbl	Joint supportability meeting, called by SPO Program Manager. Personnel participating include Equip Spec, Engineer, Prime IM, Planners, Supportability Specialist. Joint review team establishes time frame when workload is supportable (by year, for materiel & support equipment). All participants verify that they have accomplished their requisite reviews. SPO Program Manager & Supportability Specialist declare PDM workload supportable, & therefore ready for MRRB. SPO Program Manager & SS produce a joint Supportability Statement which documents any discrepancies/concerns with the supportability of the workload. The SPO will not allow unsupportable tasks to be loaded as part of the Work Package at MRRB. This document (Supportability Summary) is forwarded to the Fixer, WSSC Chief, SPO Program Manager, & SPO/Product Directorate. Notification triggers the Prime Item Manager to effect all required actions (i.e. renewed/additional contracts) to ensure the items are available when required to execute the scheduled PDM. The SPO & SS review the BOM for supportability. The Planner & Inventory Management spec verifies the completeness of the SPO-provided LOM. In addition to manpower skills & workload impacts by fiscal year, other resources to be evaluated include: • Facility (hangar) • AGE-Special Equipment • Special tools • HAZMAT • Aircraft history (by model) • Bill of Materiel	Joint Supportability Team (Equip Spec, Planners, Supportability Specialist)	P1 (Reparability Forecast Model (RFM Engineer, Prime IM, - D357))	D357 (RFM) is not fully deployed at all ALCs

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
62.0 (to do the forward look)	Annual Supportability Review of resources by MDS & FY	This is the second of five supportability reviews, chaired by the Supportability Specialist. The SS effects this review through a Formal Supportability Team, consisting of the following personnel: Master Scheduler, Planner, Fixer Budget Analyst, SPO Program Manager (to include Prime IM, Equipment Specialist, & Engineer, if required), DLA, Facility Engineer, Retail IM, plus any other personnel that may be appropriate. Info related to many of the inputs reflected below related to AREP measures (schedule, cost, quality), have been routinely collected, collated, and analyzed in the Procedures & Analysis office. The analysis of those inputs is conducted prior to this supportability review. The Supportability Team reviews resources (funds, materiel, skills/labor, equipment, facilities, special tools, etc.) required to effect the Program Workload, and determines if the resources will be available when required to execute that workload within the time specified. The analysis of the supportability team is supported by a simulation capability within the AREP Program Management System (APMS). APMS simulate the Work Package for TOTAL resource requirements against schedule to determine resources by type & funds required, by month & quarter, to feed the results intoG079 for the budget. The SS develops plans and strategies to ensure availability of required resources to execute the production schedule, to include hiring/allocation of labor, contract development & award, facility improvements, procurement of special tools & equipment, HAZMAT procedures & delivery, etc. The Supportability Team identifies long lead time parts for ordering or local manufacture, based on future requirements. The SS assigns action items & suspenses the members of this team to implement the plans developed to make a given resource supportable. The Supportability Specialist (SS) is the POC for all supportability issues for a particular Weapon System.	Specialist (SS); SS chairs Supportability Team consisting of: Master Scheduler, Planner, Fixer Budget Analyst, SPO Program Manager (to include Prime IM, Equipment Specialist, & Engineer, if required), DLA, Facility Engineer, Retail IM, plus any other personnel that may be appropriate.	Supportability requirement simulation capability); G005M (BOM); G097 (PDMSS Planning & Materiel Modules); G072A; G004L; G004H; D035K; G004B; G004C; G004K; G004H; G035A (budget); G037G; G079	P1 (APMS resource Worker specific constraint info relevant to identified resource shortages, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period of that task, and impact to resource availability, based upon resource requirements for all other tasks for all other scheduled A/C during that same period. Inputs: Workload schedule & resource tables for a given workload in G097; past-year results, past-year problems & "chronic" shortages, long-lead items, resources required by type (funds, materiel, skills/labor, equipment, facilities, special tools, etc.) Output: Executable plans for the budget year that is within the budget. Those plans include A/C input-output schedule, to include carry-over, annual schedule, resources required by type (materiel, skills/labor, equipment, facilities, special tools, etc.) and funds required. Output is briefed to the Fixer, appropriate Directors, and ALC commander.	Simulation identifies to the Process RFM (D357) & Wrapper are possible systems enhancements for this activity under review by the SWG The simulation capability required for this activity does not exist in any system. This activity is a more robust and integrated version of the existing Logistic Support Reviews held incident to the "Budget Build"/Operationally Cost-Based Budget (OCBB), and individual reviews currently performed in a more functional but isolated fashion by LGS, FM, SPO, & the A/C company
62.01	SS/ Supportability Team Analyze inputs	The SS effects this review through a Formal Supportability Team, consisting of the following personnel: Master Scheduler, Planner, Fixer Budget Analyst, SPO Program Manager (to include Prime IM, Equipment Specialist, & Engineer, if required), DLA, Facility Engineer, Retail IM, plus any other personnel that may be appropriate. The Supportability Team reviews resources (funds, materiel, skills/labor, equipment, facilities, special tools, etc.) required to effect the Program Workload, and determines if the resources will be available when required to execute that workload within the time specified. The analysis of the supportability team is supported by a simulation capability within the AREP Program Management System (APMS).	Supportability Specialist (SS); SS chairs Supportability Team consisting of: Master Scheduler, Planner, Fixer Budget Analyst, SPO Program Manager (to include Prime IM, Equipment Specialist, & Engineer, if required), DLA, Facility Engineer, Retail IM, plus any other personnel that may be appropriate.	G005M (BOM); G097 (PDMSS Planning & Materiel Modules); G072A; G004L; G004H; D035K; G004B; G004C; G004K; G004H; G035A (budget); G037G; G079	Inputs: Workload schedule & resource tables for a given workload in G097; past-year results, past-year problems & "chronic" shortages, long-lead items, resources required by type (funds, materiel, skills/labor, equipment, facilities, special tools, etc.) Output: Executable plans for the budget year that is within the budget. Those plans include A/C input-output schedule, to include carry-over, annual schedule, resources required by type (materiel, skills/labor, equipment, facilities, special tools, etc.) and funds required.	RFM (D357) & Wrapper (to do the forward look) are possible systems enhancements for this activity under review by the SWG.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
62.02	Automated Simulation of resources to schedule	The Supportability Specialist & Supportability team execute simulations of the resource requirements defined for the Work Package. The simulations are executed within the AREP Program Management System (APMS). APMS simulate the Work Package for TOTAL resource requirements against schedule to determine resources by type & funds required, by month & quarter, to feed the results intoG079 for the budget.	Automated (APMS - Planner; Supportability Specialist)	P1 (APMS resource requirement simulation capability); G005M (BOM); G097 (PDMSS Planning & Materiel Modules); G072A; G004L; G004H; D035K; G004B; G004C; G004K; G004H; G035A (budget); G037G; G079	Simulation identifies to the Process Worker specific constraint info relevant to identified resource shortages, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period of that task, and impact to resource availability, based upon resource requirements for all other tasks for all other scheduled A/C during that same period. Inputs: Workload schedule & resource tables for a given workload in G097; past-year results, past-year problems & "chronic" shortages, long-lead items, resources required by type (funds, materiel, skills/labor, equipment, facilities, special tools, etc.) Output. Executable plans for the budget year that is within the budget. Those plans include A/C input-output schedule, to include carry-over, annual schedule, resources required by type (materiel, skills/labor, equipment, facilities, special tools, etc.) and funds required.	RFM (D357) & Wrapper (to do the forward look) are possible systems enhancements for this activity under review by the SWG. The simulation capability required for this activity does not exist in any system. This activity is a more robust and integrated version of the existing Logistic Support Reviews held incident to the "Budget Build"/Operationally Cost-Based Budget (OCBB), and individual reviews currently performed in a more functional but isolated fashion by LGS, FM, SPO, & the A/C company.
62.03	RIM & SS Compare Materiel Avail by Acft & FY	The Retail Item Manager (RIM) reviews materiel requirements for existing and new work. The RIM compares the aircraft generic BOM with the availability in stock for the number of aircraft scheduled during the year.	Retail Item Manager (RIM), Supportability Specialist (SS)	G097 (PDMSS Materiel Module), D035K		
62.04	SS, RIM, & SPO work whlesle PDM items w/Prime	The Retail Item Manager works with the SPO to verify item EDDs correlate with their respective RDDs. The Supportability Specialist verifies that existing contracts to supply materiel currently on-order are still valid, monitors outstanding orders, and coordinates with the Prime as required.	Supportability Specialist; Retail Item Manager	DO35A, DO35K, SAMS/VMAN		
62.05	Identify Options to resolve Constraints	The SS develops plans and strategies to ensure availability of required resources to execute the production schedule, to include hiring/allocation of labor, contract development & award, facility improvements, procurement of special tools & equipment, HAZMAT procedures & delivery, etc. The Supportability Team identifies long lead time parts for ordering or local manufacture, based on future requirements, and develops executable plans for the budget year that is within the budget. Those plans include A/C input-output schedule, to include carry-over, annual schedule, resources required by type (materiel, skills/labor, equipment, facilities, special tools, etc.) and funds required.	Supportability Specialist (SS); SS chairs Supportability Team consisting of: Master Scheduler, Planner, Fixer Budget Analyst, SPO Program Manager (to include Prime IM, Equipment Specialist, & Engineer, if required), DLA, Facility Engineer, Retail IM, plus any other personnel that may be appropriate.	G005M (BOM); G097 (PDMSS Planning & Materiel Modules); G072A; G004L; G004H; D035K; G004B; G004C; G004K; G004H; G035A (budget); G037G; G079		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	
62.06	Select & Implement Appropriate Option(s)	The Supportability Specialist selects appropriate option(s), assigns action items, & suspenses the accountable member(s) of this team to implement the plans developed to make a given resource supportable.	Supportability Specialist (SS)	None Defined		
62.07	Present results to Fixer & Track Progress	The Supportability Specialist briefs the selected supportability solution(s) to the Fixer, appropriate Directors, and ALC commander.	Specialist (SS)	Supportability	None Defined	
63.0	Supportability Spec performs UDLM Support review	The Supportability Specialist (SS) performs a complete analysis of the supportability of ALL resources (materiel, equipment, special tools, skills, facilities, etc.) required to support the UDLM. The SS takes the output of the resource determination ("Price Out") simulation, and compares those resource requirements against all resource requirements for all other work scheduled during the same period, and compares those requirements against availability, and identifies any shortfalls to the SPO.	Supportability Specialist (SS)	P1 (comparative analysis of resources required, against resources available for the timeline of the work); G097 (PDMSS Scheduling & Materiel Modules), Reparability Forecast Model (RFM - D357).	Input: All resource requirements for all workloads scheduled during the same period of the UDLM; Output: Report of resource shortfalls	The required comparative analysis functionality does not currently exist in any system. D357 (RFM) is not fully deployed at all ALCs
64.0	Quarterly Supportability of Resources by Scheduled Operations	The Supportability Specialist (SS) performs a quarterly supportability review (the fourth of five supportability reviews) that analyzes the current and subsequent execution quarters. The SS uses appropriate AREP measures and inputs from appropriate sources, and calls upon appropriate team members (WSSC, SPO, and FM agents) to execute this review. The SS ensures the team reviews the AREP measures (Quality, cost, schedule) produced by the Procedures & Analysis section, and analyzes those inputs. The team then simulates the resources against the schedule, and simulates resources by type against funds available by type. The team compares "executed" performance against the schedule & "budgeted" resources to identify constraints to schedule execution, & select from appropriate supportability options. The team selects appropriate supportability option to the constraint(s) identified, and identifies recommended actions to effect a long-term fix. The outcome of this review is to optimize execution of resources to the MDS schedule and budgeted funds. The SS identifies and suspenses an agent(s) accountable for tasks that support the selected option(s). The SS reports the results to the Fixer & CC.	Supportability Specialist	P1 (APMS resource requirement simulation capability); G005M (BOM), G097 (PDMSS Planning & Materiel Modules); G072A; G004L; G004H; D035K; G004B; G004C; G004K; G004H; G035A (budget); G037G, G079; Reparability Forecast Model (RFM - D357)	Simulation identifies to the Process Worker specific constraint info relevant to identified resource shortages, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period of that task, and impact to resource availability, based upon resource requirements for all other tasks for all other scheduled MDS aircraft, plus all scheduled A/C during that same period. Input: Tail-specific MDS schedule; budgeted resources by type (e.g., skills, materiel, equipment, facilities, etc.), costs of resources by type, established levels, resource inventories by type, expected revenue & actual sales to date, unprogrammed, unplanned, & unpredictable workload(s); back-shop support requirements, unfavorable history data to include delays to the mechanic by cause, repeat CANNs & "chronic"/"critical" resource shortfalls, "emergency" backshop support Output: An aggregate of options which comprise an integrated plan to overcome the identified shortfall/constraint, such as: adjust plan & budget, engineering redesign; change AMREP dates, resolve program & budget differences (unfunded requirements, delete inductions), modify back-shop support, change stock levels, identify substitute resources.	Process requires the planning/simulation package to accepts & evaluate materiel, manpower, equipment, facility, available flow-time, etc. to evaluate the impact of all variables upon the network. Wrapper (to do the forward look) is a possible systems enhancements under review by the SWG. The simulation capability required for this activity does not exist in any system. RFM is not fully deployed at all ALCs

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
64.01	Supportability Specialist Analyze Inputs	The SS ensures the Supportability Team reviews the AREP measures (Quality, cost, schedule) produced by the Procedures & Analysis section, and analyzes those inputs, which include: Tail-specific MDS schedule, budgeted resources by type (e.g., skills, materiel, equipment, facilities, etc.); costs of resources by type, established levels, resource inventories by type, expected revenue & actual sales to date, unprogrammed, unplanned, & unpredictable workload(s); back-shop support requirements; unfavorable history data to include delays to the mechanic by cause, repeat CANNs & "chronic"/"critical" resource shortfalls, "emergency" backshop support.	Supportability Specialist; Supportability Team (Master Scheduler, Planner, RIM, Sync Team Rep)	G005M (BOM); G097 (PDMSS Planning & Materiel Modules); G072A; G004L; G004H; D035K; G004B; G004C; G004K; G004H; G035A (budget); G037G; G079		Wrapper and D357 (RFM) (to do the forward look) are possible systems enhancements for this activity.
64.02	Master Scheduler analyzes A/C & system impacts	The Master Scheduler review any possible impact to the aircraft or system schedule, and determines whether the task should be de-negotiated, or whether the schedule should be adjusted, and what impact that would have upon the entire Network. Based upon this analysis, the Master Scheduler will/will not change the A/C schedule.	Master Scheduler	G037E, G037F, G097 (PDMSS)		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
64.03	Automated simulation of resources to budget	The SS ensures the team simulates the resources against the schedule in the AREP Program Managemeny System, and simulates resources by type against funds available by type.	Automated (APMS); Supportability Specialist	P1 (APMS resource requirement simulation capability); G005M (BOM); G097 (PDMSS Planning & Materiel Modules); G072A; G004L; G004H; D035K; G004B; G004C; G004K; G004H; G035A (budget); G037G; G079	Simulation identifies to the Process Worker specific constraint info relevant to identified resource shortages, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period of that task, and impact to resource availability, based upon resource requirements for all other tasks for all other scheduled MDS aircraft, plus all scheduled A/C during that same period. Input: Tail-specific MDS schedule; budgeted resources by type (e.g., skills, materiel, equipment, facilities, etc.), costs of resources by type, established levels, resource inventories by type, expected revenue & actual sales to date, unprogrammed, unplanned, & unpreductable workload(s); back-shop support requirements, unfavorable history data to include delays to the mechanic by cause, repeat CANNs & "chronic"/"critical" resource shortfalls, "emergency" backshop support. Output: An aggregate of options which comprise an integrated plan to overcome the identified shortfall/constraint, such as: adjust plan & budget, engineering redesign; change AMREP dates, resolve program & budget differences (unfunded requirements, delete inductions), modify back-shop support, change stock levels, identify substitute resources.	Process requires the planning/simulation package to accepts & evaluate materiel, manpower, equipment, facility, available flow-time, etc. to evaluate the impact of all variables upon the network. D357 (RFM) and Wrapper (to do the forward look) are possible systems enhancements under review by the SWG. G037F provides a limited simulation capability, but not to the extent required for this activity does not exist in any system.
64.04	Planner recommends A/C operation schedule change	The Planner identifies to the Master Scheduler the potential need to adjust the PDM/Mod Network/schedule, to account for/minimize the impact of identified materiel/resource shortfalls.	Planner	GO97 (PDMSS Scheduling Module)		
64.05	Change Levels	Stock levels are updated either automatically by the system in response to consumption, or manually in response to user intervention.	Manager	Planner, Retail Item	G005M	
64.05.01 Module &	Planner review & validate RPF item levels	The Planner validates item RPF levels, and verifies that those items have adequate stock levels/are in the supply pipeline.		Planner (PDMSS), G402A (EPS), D035K		GO05M, G097 An interface between PDMSS Materiel EPS/D035K, such as could be effected by a WRAPPER would greatly expedite this process. The PDMSS materiel module must reflect/identify the planned RPF-percentage of each item listed in the BOM, and the operator must be able to sort items by their Replacement Factor (RPF).

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
64.05.02	RIM & Planner periodically validate Special Level	AF Instructions require Bi-annual validation of special levels. Home Office provides letter with listing by NSN requesting status of Special Levels. Supportability Specialists and Planner determine if levels are still valid, should be deleted, or should be increased/decreased. The Planner & RIM Update the Special Level listing.	Planner (BOM), Retail Item Manager (Special Levels)	D035K, SC&D, G005M, G097 (PDMSS)		
64.05.03	Suply Tech Fwds Validation to "Home Office"	The Special Level listing is provided to the Supply Tech, who provides it to the Supply Home Office.	Supply Technician	None Defined		
64.05.04	System Updates Stock Levels	Automated process based upon usage. Stock quantities are changed by NSN.	Automated	PDMSS; EPS; D035K		CSRD Interface between EPS & PDMSS is required
64.06	Supportability Team ID Options to Resolve Constraints	The team compares "executed" performance against the schedule & "budgeted" resources to identify constraints to schedule execution, & select from appropriate supportability options. The team selects appropriate supportability option to the constraint(s) identified, and identifies recommended actions to effect a long-term fix. Options comprise an integrated plan to overcome the identified shortfall/constraint, such as: adjust plan & budget, engineering redesign, change AMREP dates, resolve program & budget differences (unfunded requirements, delete inductions), modify back-shop support, change stock levels, identify substitute resources.	Supportability Specialist / Team	None Defined		
64.07	Select & Implement Appropriate Option(s)	The team selects appropriate supportability option to resolve the constraint(s) identified, and implements the option(s) that optimize(s) execution of resources to the MDS schedule and budgeted funds.	Supportability Specialist	None Defined		
64.08	Report to Fixer & Track Progress	The SS identifies and suspenses an agent(s) accountable for tasks that support the selected option(s). The SS reports the results to the Fixer & CC.	Supportability Specialist	None Defined		
64.09	Planner provide Back Shops with Work for Next Qtr	As part of proactive planning and conduct of Supportability Reviews, the WSSC Planner provides to the back Shop Planner a compilation of Off-Aircraft Repair, NSL-manufactured items, and projected repairable requirements for Work Packages planned for execution in the next quarter.	Planner (WSSC and Back Shops)	None Defined	Input: Schedule of Off-Aircraft repair requirements, NSL-Manufactured item requirements, and repairable requirements projected for work scheduled in the next quarter. Output: Scheduled Back Shop support to Aircraft production activity.	

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
65.0	Monthly Supportability Review of Resources by Acft	The Supportability Specialist (SS) performs a monthly supportability review (the fifth of five supportability reviews) that analyzes availability of resources against required resources for a fixed period of time. This review is conducted the first three days of every month, for the current and next month (a two-month window, e.g., accomplished the first three days of June, covering June & July). The review applies to all resource requirements for aircraft both on-station, and expected to arrive within the period covered by the review. The SS uses appropriate AREP measures and inputs from appropriate sources, and calls upon the expertise of appropriate team members (Planner, Master Scheduler, RIM, Sync Team Rep, & Supply Tech). The team simulates all resource requirements against resource availability to support all aircraft for the next two months. Resource shortfalls are identified by tail number and type of resource. The team also addresses current problems impeding schedule execution (e.g., DREP production line interruption, materiel quality defects, "stumble-on" patterns, etc.). The SS ensures the team reviews the AREP measures (Quality, cost, schedule) produced by the Procedures & Analysis section, and analyzes those inputs. The SS identifies and suspenses an agent(s) accountable for tasks that support the selected option(s). The SS reports the results monthly to the Fixer.	Supportability Specialist; Supportability Team (Planner, Master Scheduler, RIM, Sync Team Rep, & Supply Tech).	P1 (APMS resource requirement simulation capability); G097 (PDMSS Materiel Modules); WRAPPER (interface of G402A, D035K, & G097 Materiel Module for "Forward Look")	Simulation identifies to the Process Worker specific constraint info relevant to identified resource shortages, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period, and impact to resource availability, based upon resource requirements for all other tasks for all other aircraft within the timeframe covered by the simulation. Input: Tail-specific MDS schedule, Job Order Number (JON), resource availability by EDD, resource requirements (projected demands) and RDD, timeframe of evaluation (i.e. two months), recurring problems impeding schedule execution, Readiness-Based Level (RBLs) for required items, order status codes for items on-order, "chronic"/"critical" resource shortfalls, and "emergency" backshop support. Output: Report of items for which the EDD is greater than RDD by NSN, delta between EDD & RDD by document #; skill shortages, equipment & special tool shortages, corrections to Operation Packages and MOD/TCTO Kit packing lists. Specific solutions for specific aircraft to resolve individual supportability shortfalls by tail number and operation. Trend & solution data is fed to P&A for the Quarterly & Annual reviews.	Process requires the planning/simulation package to accepts & evaluate materiel, manpower, equipment, facility, available flow-time, etc. to evaluate the impact of all variables upon the network. G037F provides a limited simulation capability, but not to the extent required for this activity does not exist in any system. D357 (RFM) can also perform a materiel supportability assessment and "what-if" analysis, but is not deployed in support of aircraft at any ALC.
65.01	Supportability Spec Analyze Inputs	The SS uses appropriate AREP measures and inputs from appropriate sources, and calls upon the expertise of appropriate team members (Planner, Master Scheduler, RIM, Sync Team Rep, & Supply Tech) to effect this review. The team reviews & analyzes the aircraft-specific MDS schedule, resource availability by EDD, resource requirements (projected demands) and RDD within the analysis timeframe (i.e. two months), recurring problems impeding schedule execution, Readiness-Based Level (RBLs) for required items, order status codes for items on-order, "chronic"/"critical" resource shortfalls, and "emergency" backshop support.	Supportability Specialist; Supportability Team (Planner, Master Scheduler, RIM, Sync Team Rep, & Supply Tech)	G097 (PDMSS Materiel Modules); WRAPPER (interface of G402A, D035K, & G097 Materiel Module for "Forward Look"		"Forward Look" WRAPPER is currently only deployed at one ALC. D357 (RFM) can also perform a materiel supportability assessment and "what-if" analysis, but is not deployed in support of aircraft at any ALC.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
65.02	Planner determine materiel to package by operation	Planner identifies items which can be logically associated by operation and packaged together for delivery. This package will not include items in bench stock. Items with greater than an 80% RPF on the BOM, and are not in the Min-Max Bench Stock inventory are loaded into the materiel planning (PDMSS) system. This list of materiel to support the operation is then available in MPS, such that the mechanic can order either individual items, or the entire package, by operation. The Planner can submit a -1348-6 to establish a local stock number (i.e., "P"- number) for the group of items associated with a given operation (the advantage being a single DLA delivery charge, as opposed to multiple charges). The "P" number is fed to MPS from PDMSS. To what degree materiel is planned into operational packages will be locally determined.	Planner	G097 (Materiel Planning/Materiel Management), D230 (MPS)		
65.03	FLS adds item to Operation Package	FLS/ALS/mechanic review revealed some local Operation Package items were not loaded/identified in PDMSS. The FLS/ALS contacts the Planner, who then adds that item to the local operation/materiel list.	Forward Logistic Items (FLS); Planner	G097 (PDMSS).		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
65.04	Auto Simulation of Resources to Budget	The team simulates all resource requirements against resource availability to support all aircraft for the next two months. Resource shortfalls are identified by tail number and type of resource.	Automated (APMS); Supportability Specialist, Planner	P1 (APMS resource requirement simulation capability); G097 (PDMSS Materiel Modules); WRAPPER (interface of G402A, D035K, & G097 Materiel Module for "Forward Look")	Simulation identifies to the Process Worker specific constraint info relevant to identified resource shortages, to include quantity & type of resources required to accomplish the task, availability of the required resources during the execution period, and impact to resource availability, based upon resource requirements for all other tasks for all other aircraft within the timeframe covered by the simulation. Input: Tail-specific MDS schedule, Job Order Number (JON), resource availability by EDD, resource requirements (projected demands) and RDD, timeframe of evaluation (i.e. two months), recurring problems impeding schedule execution, Readiness-Based Level (RBLs) for required items, order status codes for items on-order, "chronic"/"critical" resource shortfalls, and "emergency" backshop support . Output: Report of items for which the EDD is greater than RDD by NSN, delta between EDD & RDD by document #; skill shortages, equipment & special tool shortages, corrections to Operation Packages and MOD/TCTO Kit packing lists. Specific solutions for specific aircraft to resolve individual supportability shortfalls by tail number and operation. Trend & solution data is fed to P&A for the Quarterly & Annual reviews.	Process requires the planning/simulation package to accepts & evaluate materiel, manpower, equipment, facility, available flow-time, etc. to evaluate the impact of all variables upon the network. G037F provides a limited simulation capability, but not to the extent required for this activity does not exist in any system. D357 (RFM) can also perform a materiel supportability assessment and "what-if" analysis, but is not deployed in support of aircraft at any ALC.
65.05	FLS review Op Pckg/kit data - verify available	Forward Logistic Specialist (FLS), Supportability Specialist (SS), and Retail Item Manager (RIM) confirm availability of materiel necessary to build MOD kits or PDM/UDLM Operation Packages (composed of 100% of materiel required by a defined operation) to meet RDD for aircraft, according to the PDM/UDLM/MOD schedule.	Forward Logistics Specialist (FLS), Supportability Specialist (SS), and Retail Item Manager (RIM)	G402A (EPS), G097 (PDMSS Materiel Module), D035K		Some ALCs will effect this activity for materiel planned at 80% or above, other centers will effect with materiel planned at 100% based upon weapons system.
65.06	SS Track Long Lead Time parts; ID others	Supportability Specialist monitors the status of items with long lead times to confirm that their EDD comports with the scheduled RDD. The SS similarly reviews items for which the EDD has slipped and determines if the new EDD threatens the schedule, or otherwise warrants additional action.	Specialist	Supportability G097 (PDMSS)	DO35K; VMA/SAMS;	

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
65.07	Sprtblty Team ID Options to Resolve Constraints	Resource shortfalls are identified by tail number and type of resource. The team also addresses current problems impeding schedule execution (e.g., DREP production line interruption, materiel quality defects, "stumble-on" patterns, etc.). The Supportability Specialist develops specific solutions for specific aircraft to resolve individual supportability shortfalls by tail number and operation. Trend & solution data is fed to P&A for the Quarterly & Annual reviews. If a developed solution impacts that aircraft schedule, the Master Scheduler will determine the impact of that change upon the Master Schedule. The Master Scheduler will apportion the available resources to the entire Master Schedule, in accordance with established priorities, e.g. reallocate materiel from on aircraft to another, reschedule facility ,or equipment utilization, reapportion skills from one aircraft to another or recommend overtime, etc. If a developed option impacts the AMREP, the Master Scheduler will coordinate implementation of that option with the SPO.	Supportability Specialist; Supportability Team (Planner, Master Scheduler, RIM, Sync Tech).	G097 (PDMSS Materiel Modules); WRAPPER (interface of G402A, D035K, & G097 Materiel Module Team Rep, & Supply	for "Forward Look")	D357 (RFM) can also perform a materiel supportability assessment and "what-if" analysis, but is not deployed in support of aircraft at any ALC.
65.08	Select & Implement Appropriate Solution(s)	The team addresses current problems impeding schedule execution (e.g., DREP production line interruption, materiel quality defects, "stumble-on" patterns, etc.). The SS identifies and suspenses an agent(s) accountable for tasks that support the selected option(s).	Supportability Specialist; Supportability Team (Planner, Master Scheduler, RIM, Sync Team Rep, & Supply Tech).	None Defined		
65.09	RIM gen. 206s for 6C/H-funded, local ALC-made mats	The Retail Item Manager generates the required -206s to effect local manufacture of the required items. The -206s are delivered to the appropriate back-shop planners.	Retail Item Manager	DO35K, TANDEM		
65.10	The SS reports the results monthly to the Fixer.	The SS identifies and suspenses an agent(s) accountable for tasks that support the selected option(s). The SS reports the results monthly to the Fixer.	Supportability Specialist	None Defined		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
66.0	Tail Team "Rolling" 10-day "Forward Look"	Assign accountable Teams to aircraft tail numbers. Team size and skills based upon schedule requirements. Team has complete responsibility for task execution on an aircraft. Aircraft Logistics Specialists (ALS) controls schedule, and releases supportable WCDs to the A/C Supervisor. A/C Supervisor will decide which issued WCDs to work at what time within the two-week window - intent is for A/C Super to follow the schedule as closely as skills availability allows. Forward Logistics Specialist (FLS) drives logistics support, and coordinates delivery of materiel. The members of the Tail Team (ALS, FLS, & A/C Supervisor) review daily the status of the weekly production plan for each aircraft assigned to the Tail Team. ALS Coordinates the delivery of Special Equipment to, and the availability of Special Tools (mechanic normally will pick-up when required) for that A/C IAW operation start. The Supply Technician builds Operation Packages 2-10 Days Prior to RDD. The members of the Tail Team review the status of the aircraft, to include schedule progress, materiel supportability projection (10 day to 2 week forward look), available manpower, etc., and coordinate available resources toward accomplishment of the production schedule. The ALS appraises schedule status, & determines which operations are next in the schedule The FLS briefs materiel supportability for the operations scheduled for the period of the forward look The FLS will provide the ALS & A/C Super with a list of operations that are supportable. The A/C Super reviews the forward look scheduled operations, and determines if manpower/skills are available. Based upon the review of schedule, materiel supportability, and manpower/skills availability, the Tail Team makes any required adjustments to the schedule. Appropriate delay codes are entered against unsupportable operations, so that the system does not issue WCDs for those operations.	ALS, FLS, A/C Super	P1 (WRAPPER iterface between G402A, D035K, & G097 (PDMSS) for "forward look', with future development in D230 (MPS); require system capability to capture & discriminate non-supportable cards (captured by the FLS) that capture the failure of two years of planning prior to work beginning, and delay-codes that capture delays that are experienced once work has begun (captured by the mechanic or A/C Super in OPT).	Input: Schedule plan vs. actual execution displayed to Team on floor. Schedule plan vs. actual cost execution displayed to Team on floor.Tail # schedule (network), all operations scheduled for start within the 10-day window, resources required and available by type for each operation. Output: Supportable WCDs by operation, & assignment of skills to operations.	"Forward look" Wrapper is currently deployed at only one ALC (WR-ALC)
66.01	Production Crew Meets Daily	The A/C Super & Mechanics meet daily at shift start. Exchange of info (turnover log, supportable WCDs, kit status & locations, etc.). occurs between shifts. Most support will be accomplished during the first shift. Daily crew meeting will occur at shift overlap (if applicable) - purpose is to receive & pass-on status of work to next shift, & provide info on supportable WCDs & work packages to the next shift 2nd'& 3rd shift will also pass on info on work accomplished & experienced, for day shift support resolution. This description assumes full WSSC & DLA support unavailable on 2nd & 3rd shift. A/C Super ensures critical path operations are continued across all shifts, and will deliver reports to relieving supervisor re. critical path accomplishment.	A/C Super, Mechanic	GO97 PDMSS		

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
66.02	Tail Team conduct weekly op # sprtbility assessment	The members of the Tail Team (ALS, FLS, & A/C Supervisor) review the status of the aircraft, to include schedule progress, materiel supportability projection (10 day to 2 week forward look), available manpower, etc., and coordinate available resources toward accomplishment of the production schedule. The ALS appraises schedule status, & which operations are next in the schedule The FLS briefs materiel supportability for the operations scheduled for the period of the forward look The A/C Super reviews the forward look scheduled operations, and determines if manpower/skills are available. Based upon the review of schedule, materiel supportability, and manpower/skills availability, the Tail Team makes any required adjustments to the schedule. The Appropriate delay codes are entered against unsupportable operations, so that the system does not issue WCDs for those operations. A report of non-supportable and delay-coded operations is forwarded to P&A. Then A/C Super performs "forward look" of hours of skills against operations determined to be logistically supportable. The A/C Super reports overages & shortfalls by skills to the Branch Chief & Master Scheduler who then will reallocate available skills to support the total master system schedule (i.e., they can allocate manpower to & from other aircraft or a central "pool"). The A/C Super assigns available manpower to specific tasks by "name" in the scheduling system (projected production plan).	Aircraft Logistics Specialist (ALS), Forward Logistics Specialist (FLS), A/C Super	P1 (WRAPPER iterface between G402A, D035K, & G097 (PDMSS) for "forward look', with future development in D230 (MPS), require system capability to capture & discriminate non-supportable cards (captured by the FLS) that capture the failure of two years of planning prior to work beginning, and delay-codes that capture delays that are experienced once work has begun (captured by the mechanic or A/C Super in OPT).	Input: Schedule plan vs. actual execution displayed to Team on floor. Schedule plan vs. actual cost execution displayed to the Team on the production floor. Tail # schedule (network), all operations scheduled for start within the 10-day window, resources required and available by type for each operation. Status of materiel in-work in back shops, provided by Sync-Rep to ALS. Output: Supportable WCDs by operation, & assignment of skills to operations, schedule changes, special equipment & tool availability. System must compare available manpower by skill (manpower resource table) against supportable operations (WCDs in current two-week "window" that are not delay-coded) to simplify daily allocation of work to personnel. Supervisor must have capability to assign skills to operations, archive the results, & change assignments based upon changes in skill/resource availability. System should report skills apportionment plan, and flag the operator (ALS/A/C Super) any time a change results in a skill/resource shortfall, & report that & operations for the period in-work.	
66.03	Fixer conducts weekly A/C Status Review	The Fixer, along with appropriate support section managers, meet weekly with the Tail Team to review A/C status. The Fixer assigns action items to the appropriate support section manager(s) for problems which are beyond the scope of the Tail Team to resolve. Action Items will be answered by the next working day. WSSC will work logistics issues. Master Scheduler will report impact of skills shortage to Branch/Section Chief. Branch/Section chiefs will work skills issues with the Master Scheduler to ensure integrity of the Master (all aircraft) Schedule.	Fixer; Aircraft Logistics Specialist (ALS)	None Defined		
66.04	ALS Coord Special Tools & Equipment	The Aircraft Logistic Specialist (ALS) Coordinates with the contractor to deliver special equipment, and availability with the Tool Crib to expect demand for specific special tools required to execute the schedule by operation.	Aircraft Logistics Specialist (ALS)	None Defined		
66.05	ALS modify schedule within AMREP date	If a change in the operations scheduled within a 10-day window is required, the ALS and/or A/C Super adjust the operation execution date, as appropriate, within the confines of resource availability to optimize schedule execution, and without affecting the AMREP date. The ALS coordinates with the Master Scheduler to resolve changes required outside the 10-day window.	Aircraft Logistics Specialist (ALS)	G097 (Scheduling Module)		There may be an AREP Production Management system capacity problem , i.e. can it process the planned and actual networks by tail #, MDS, & aircraft company.

WBS	Title:	Description:	Performed by:	Systems:	Activity Based Info	Issues:
66.06	ALS print supportable WCDs	ALS print supportable WCDs	Aircraft Logistic Specialist (ALS)	P2 (PDMSS print edit capability to allow ALS to print only those cards that are supportable & within the appropriate 2-week window by operation. System does NOT auto-dump all WCDs by Major Job). G097 (PDMSS)		ALS only prints supportable WCDs within the two-week window, NOT the entire Major Job.
66.07	FLS coordinates delivery of materiel	The Forward Logistic Specialist (FLS) Coordinates with the Materiel Handler/Expediter to deliver materiel required to execute the schedule by operation.	Forward Logistic Specialist (FLS)	None Defined		
66.08	A/C Super apportion available skills to operations	A/C Super identifies specific individuals by skill to assign to specific operations, IAW results of schedule to hours review. A/C Super inputs assignments into the AREP Program Management System.	A/C Supervisor	None Defined - P1 (AREP Program Management System (APMS) ID specific skill resources by name against operations.)	Input: Available skills by name. Output: Skill assignment by name against specific operations.	
66.09	A/C Super ID Skill Shortfalls to Master Scheduler	A/C Super ID Skill Shortfalls to the Master Scheduler by hours and skill code, along with any overtime requests to resolve the shortfall.		A/C Supervisor	G097 (PDMSS)	
66.10	Master Sched review OT reqsts; Allct IAW Priority	The Master Scheduler reviews all skill shortage reports and overtime requests. The Master Scheduler will determine the optimal apportionment of available skills to aircraft, in accordance with total schedule priority. If overtime is required to protect the schedule, the Master Scheduler will determine the optimal apportionment of that overtime by skill & aircraft.	Master Scheduler	P1 (APMS resource requirement simulation capability); G097 (PDMSS Materiel Modules)		

Attachment 5

INFORMATION SYSTEMS INTERFACING

Personnel operating within the AREP process use numerous DLA and USAF legacy systems. A review of the AREP Process Model by activity blocks has identified the systems, which require access. Some have significant interface with PDMSS or with each other. Specific legacy systems (high utility in boldface) with their attendant Mission Area regulations and descriptions are:

DSD #	Name (Mission Area Regulation)
D012	"Make-It" Management Planning and Control System (MIPCS) for manufacturing control in back shops.
D035	AItem Manager Wholesale Requisition Process (IMWRP) (AFM 67-1, 3, 3&5) provides a uniform item management capability for worldwide inventory control and distribution/redistribution of wholesale material. Reports of excess are processed on consumable, equipment and recoverable items.
D035J	Financial Inventory Accounting and Billing System (FIABS) records the accountable item inventory balance of AF investment items and items in the general support, system support, and reparable support divisions of the AF stock fund. Reflects the dollar status of stock fund general ledger.
D035K	Depot Stock Control and Distribution System (AFM 67-1, 2, 3) computes retail requirements; accounts for property; maintains cataloging and management control data; receives, stores and inventories materiel; maintains complete data visibility for single transaction items; and maintains historical data for all accountable retail transactions.
D041	Recoverable Item Requirement System (AFMCR 57-4) computes peacetime and wartime readiness requirements for AF recoverable items. Provides indication of items subject to buy, repair, termination, and disposal.
D043A	Master Item Identification System (and CD-ROM FEDLOG) provides a central repository of air force materiel managed by local organizations, contractors, NOLSS, PHIL, AFOS, and other military services.
D043B	Interchangeability and Substitution Suspense System (I&SSS) provides an on-line capability to maintain Air Force interchangeability and substitution (I&S) data.
D071	Stock Number User Directory (SNUD) provides selective automatic distribution of stock number oriented management data by associating stock numbers with user SRANS. SNUD interfaces with the Defense Inactive Program (DIIP), 25 foreign countries and 20 contractors.
D073	ERRC T Requirement Repair System
D130	Facilities and Equipment Maintenance System (FEMS) will replace G017
D230	Materiel Processing System (MPS) interfaces with legacy data systems that process and archive materiel request data, and relates the requested materiel back to specific operations within G097.
D357	Reparability Forecast Model (RFM) provides end-item supportability analysis by analyzing individual BOM requirements and provides multiple options to tailor supportability assessments. RFM can project supportability for 16 quarters.

E046B	Labor Standards Mechanization System (AFMCR 66-14) (Used for "standard" hours for permanent work, project orders validation, mechanical interfaces, progress billing, completion billing, organizational management assistance and project order status. Source for DPSH.)
G004A	Periodic Scheduling and Control for Equipment and Personnel System maintains equipment accounts and PME.
G004B	Project Order Control System (POCS, Certified) (AFMCR 66-59) (Project Order System POSYS is Not Certified)
G004C	Maintenance Workload and Program Control System (MWPCS) provides maintenance a method to document and track the results of workload and manpower planning actions for a five year period.
G004H	Maintenance Actual Materiel Cost System
G004I	Test Measurement and Diagnostic Equipment System
G004K	Maintenance Facility Master Plan
G004L	Job Order Production Master System (JOPMS) (AFMCR 66-60, 61 & 62) provides requirements computation and resource control.
G005M	Depot Maintenance Materiel Support System (DMMSS) (AFMCR 66-52) includes the BOM and is used to store, retrieve, update materiel standards data and then forecast the future materiel required by depot maintenance to do the planned repair of end items.
G014	Maintenance Remote Data Collection System (MRDCS) (AFLCM 66-413) provides users with continuous on-line input capability, work specifications table edits, queries, displays, deletes and forwards transactions on-line.
G015	Production Acceptance Certification System (PAC) (AFMCR 66-18)
G017	Depot Plant Equipment Program System (DMEP) (AFLCM 78-165) provides a uniform procedure for evaluation on a continuing basis the use, replacement, modernization, depreciation (fed to G035A), and disposal of industrial equipment. G017 will be absorbed into D130, Facilities and Equipment Maintenance System.
GO19C	MISTR Requirements, Scheduling, and Analysis System produces the MISTR consolidated schedule used to identify end item quantities for the quarterly MISTR drive.
G021	Customer Reporting of Critical and Major Deficiencies
G028	Maintenance Engineering Data Support System (MEDS) provides on-line preparation of work control documents (WCDs) and batch-report generation capabilities for maintenance at all air logistic centers.
G029	Depot Maintenance Strategic Management System (DMSMS) (DoD 4151.18H) provides users an analysis tool for more effective and economical management of facilities, especially workload, personnel, and capacity analysis and resource control center requirements distribution. It has the capability for users to develop ad hoc programs and reports by making online data entries, which provide the posturing capability, required meeting DODD 4151.15 requirements.
G030	Maintenance Decision Support System - Cost by Serialized Workload (Tail Number) especially the Z04 and Z07 Reports (monthly FMRB)
G035A	Depot Maintenance Budget and Management Cost System (MBMCS) collects depot maintenance overhead costs and distributes "operating costs" and "cost-based budget" reports.

G037E Mission Design & Series (MDS) Project Workload Planning (PWPS) (AFMCR 66-55) provides the users a comprehensive capability to plan, schedule and control the modification and repair of aircraft and other project type workloads. The system objective is to provide a tracking of work requirements assigned a specific serial number.

G037F MDS/Project Workload Analysis Planning System (AFMCM 66-55, 66-419) generates MDS input/output schedules (including quantities in work and monthly input quantities to compute aircraft input interval) and workload analysis reports for aircraft and financial organizations. In addition, a method is provided to summarize the skill and labor standards received from either projections of critical path data or from the G037E interface. The summarized standard data is applied to the input/output schedule producing a graphic representation of the scheduled workload and a computation of monthly work requirements in both standard man-hours and personnel equivalents

G037G Maintenance Labor Distribution & Costing System (MLDCS) (Fed by H117 provides the product directorates and cost accounting at each ALC with an automated capability for recording, accounting, and reporting actual labor utilization and related financial data.

G072A Depot Maintenance Production Cost System - Organic Cost Data (AFMCR 170-10) processes data and produces reports for ALC depot maintenance facilities, operating under DMAG, in seven major segments: Progress billing; Standards calculation; Work In Process; Sales billings; PCN sales; End item costs; and DoD cost and production report.

G072D Contract Depot Maintenance Production and Cost System (CDMPC) - Contract Cost Data (AFMCR 170-1 combines financial and production management data of end items in process at the contract depot for two distinct users: AF (contract maintenance) and DFAS (cost accounting).

G072E Depot Level Maintenance Requirements and Program Management System (MRPM) provides the ability to project, stratify and manage maintenance requirements for following customer programs: mission design series (MDS) for aircraft and missiles; type model series (TMS) for engines; exchangeables; other major end items (OMEI); other depot purchase equipment maintenance (DPEM) workloads; software; and area base manufacture (ABM) storage.

G079 System and Equipment Modification-Maintenance Program (SEMMP) provides cost and scheduling data which enables system managers and item managers to manage the maintenance modification programs that impact the operational capability of workloads, flow time, budget estimates, manpower and facility requirements for aircraft and missiles. It is the sole source of data for justifying program funding and budgeting of PDM/MOD requirements. It is used in the LSR (Logistic Support Review) to prepare the annual budget submission.

G097 Programmed Depot Maintenance Scheduling System (PDMSS) is the central planning and scheduling system for program management of AREP. It maintains an aircraft specific network of work by operation compared to resources required for each operation. The Programmed Depot Maintenance Scheduling System (PDMSS) provides cost schedule reports, baseline schedules, and cost schedule variance based on actual work performed and resources consumed.

G099 Reliability and Maintainability Information System (REMIS; part of IMDS) receives selected weapon system information from technology repair centers (depot and contractor) and the standard base supply system via the defense data network.

G336 Maintenance Workload Management System (MWMS) (AFMCM 66-419) provides personnel in the production directorates the capability to establish, electronically transmit and file maintain both the permanent workload requirements master records (AFMC Forms 801,804,600D,930 and G019C) and the temporary work authorization records (AFMC Forms 206,237 and 240) between Item Manager, Scheduler and Planner

G337 Inventory Tracking System (ITS) (AFMCM 66-419) assigns item tracking numbers to all parts as they come in and subsequently tracks them through disassembly, repair, and assembly.

G402A Exchangeable Production System (EPS) (AFMCM 66-411) data reflects component inventory quantities by location, material support requirements, back order information, issue history, substitute stock numbers, bench stock locations, component part and stock number cross references, rob back actions, kitting, AMP procedures, DMSC/paper integrate procedures, and Non-NON Requisition 1348-6 procedures.

HO33 Cost and Production Performance Model (CPPM) provides managers greater visibility of their controllable costs by RCC.

H036A Depot Annual Maintenance Industrial Fund, Cost Accounting and Production Report (CAPR) (DOD Manual 7220.9M, Chapter 76)

H036B Depot Quarterly Maintenance Industrial Fund, Accounting and Production Report

H069G Base & AFLC-Level General Accounting Finance System

H103 Central Procurement Accounting System (CPAS) controls the program, budget, and fund authorizations for HQ AFMC allocation of central procurement appropriations; system support division of the AF stock fund; depot maintenance service of the AF industrial fund; and foreign military sales orders. CPAS maintains the official fund status accounting records for the central procurement appropriations (fund codes 11, 15, 17), reparable support division (fund code 64), system support division (fund code 6h) of the stock fund, direct cite foreign military sales (fund code 4f), depot maintenance activity group of the defense business operating fund (code 6e), and RTD&E mission fund (fund code 29).

H117 Time and Attendance Reporting System (TASYS) (AFM 177-372A) provides maintenance labor distribution system G037G and civilian payroll system H002K input from a single source.

J016 Base Contracts Automation System (BCAS)

J025 AAutomated Project Order Form System (APO) automates the AFMC 181 process and provides an interface with the G004B, G004l, H103, and the H069 systems.

Other Systems:

- Automated Contracting Processing System (ACPS)
- Avionics Two-Level Integration System (ATLIS)
- Consolidated Automated Maintenance Management System (CAMMS)
- Depot Retrofit and Modification System (DREAMS) – F15 peculiar modification history by tail number.
- Distribution Standard System (DSS) standard depot distribution system for receiving, storage, stock selection, packing, shipping, and transportation.
- Program Management Configuration Control and Tracking (PMCCAT) – C130 peculiar history by tail number.

- VMAN - Standard Automatic Material Management Telecommunications System (SAMMS-TEL).
- (WINMASS) system containing worldwide list of EOQ or recoverable parts available.

Attachment 6

DEPLOYMENT PERFORMANCE ORIENTED EXIT CRITERIA

# = Which Objective	Complete	Incomplete
1. **Process Performance Oriented Exit Criteria**		
a. Implement HQ AFMCI process model with descriptive matrix.		
b. Display model at support locations throughout A/C repair (Aircraft Directorate, Production Division, Supply Division, Logistics Directorate, SPO, WSSC, and back shops).		
c. When systems are changed and training is developed, MSG and DP assures that references are made to "Activity-based" numbers (Annex B) in Process Model.		
d. Model, activity matrix and AFMCI are available for training to all password-approved process workers on the ALC Internet and through Computer-Assisted Training, which facilitates workforce understanding and reference to the Model.		
e. The fixers and product directors agree that the process model drives the organization structure, training requirements, system requirements and policy changes.		
f. Weekly fixer meeting held to review tail number aircraft support.		
g. A command standard change process exists to alter Aircraft Repair Process, within which ALCs can recommend continuous improvement. The command organization, which approves changes, includes aircraft company representation. ALC PoC.		
2. **Requirements Performance Oriented Exit Criteria**		
a. As and when identified, above requirements from G037E and G004L work packages are visible in G097 Scheduling System.		
b. Capability exists to build a LOM/TLOM for programmed and unprogrammed work in the scheduling system.		
c. The scheduling system automatically updates G005M.		
d. Ability to measure _% accuracy (planned materiel vs. actual issues, i.e. occurrence factors and units per assembly) of the BOM by generic MDS.		
e. Ability to measure _% unpredictability (unplanned issues vs. planned operations) for PDM, UDLM and Modification Work Packages specific to an Aircraft Tail Number in G097.		
3. **Resources to Schedule and Operation Start Date Performance Oriented Exit Criteria**		
A. Schedule:		
1. One automated Critical Path Schedule, developed at Major Job with visibility to operation level, exists per aircraft.		
2. Delays of operations due to the sequence of critical path operations are reported to, and corrected by, the planners.		
3. Delays of operations due to skill constraints caused by parallel operations conflicting with critical operations are reported to, and corrected by, the planners.		

# = Which Objective	Complete	Incomplete
4. Conduct annual review of operations and critical path for schedule improvement.		
B. Production Works to Schedule		
1. Mechanic is issued only supportable cards to work.		
2. Mechanic is issued a new card upon completion of previous card or entry of delay status.		
3. ALS evaluates supportability in rolling two week increments. "ALS is empowered to make logical exceptions to the two week rule."		
4. IAW schedule FLS prints, as needed, a list of supportable operations.		
5. ALS issues no more than two weeks of supportable cards, printed by the scheduling system, to the first line supervisor to support the schedule and Output per Day.		
6. First line supervisor, provided supportable cards by the ALS, assigns skill resources to "supportable" operations.		
7. The supervisor is executing schedule (adhering to critical path).		
8. Retail IM and Supply Technician resolve unsupportable cards before RDD.		
C. Synchronize Support Resources to Schedule		
1. MS&D personnel deliver materiel IAW scheduled operation start date.		
2. Mechanic turns in unused materiel upon completion of operation, upon completion of Dock Phase, and as part of JON "close-out" to the Forward Support Area (FSA). Tail team verifies turn-in.		
3. MS&D personnel pick up properly documented materiel which was turned in.		
4. Special tools, special equipment, personal protective equipment and HAZMAT are delivered/available at operational start date.		
5. Locally procured and manufactured items are delivered or available at operation start date.		
6. Unpredictable items worked in back shops are provided IAW reassembly date identified in aircraft schedule.		
7. When the sync representative renegotiates an assembly date that assembly date is changed in the scheduling system.		
8. Supplier delivers off-aircraft repair items IAW operational start date.		
9. MS&D delivers FOM items IAW operation reassembly date.		
10. Funds are allocated and JON can be opened 30 days prior to aircraft arrival.		
11. Contracting officer located in WSSC with BCAS.		
D. P & A Office Captures Delays to Mechanic		
1. Delays by type, frequency and reason are captured through Operational Performance Tracking Module and provided weekly to P&A.		

# = Which Objective	Complete	Incomplete
2. P&A analyzes delays and recommends action to the fixer.		
a. Delays attributable to the SPO are forwarded to the SPO for corrective action.		
b. Delays attributable to the Back Shops are forwarded to the back shops for corrective action.		
c. Delays attributable to LG are forwarded to LG for corrective action.		
d. Delays attributable to DLA are forwarded to DLA for corrective action.		
3. Management's (SPO, Back shop, DLA, Logistics, Contracting, Fixer, WSSC Chief, Product Directors) corrective actions are available in the WSSC.		
4. Periodic "Forward Look" Supportability Reviews Performance Oriented Exit Criteria		
A. Biennial (Two Fiscal Years):		
1. Joint review to prepare for MRRB and Program submission.		
2. Supportability letter signed by SPO program manager and supportability specialist is prepared for SPO, fixer, financial officer and product director.		
3. SPO responds to correct unsupportable conditions cited in the above letter.		
B. Annual (One Fiscal Year):		
1. Special Levels and Long Lead Time Project Codes are evaluated, established, or changed for all aircraft by MDS and Fiscal Year.		
2. Supportability specialist assigns action items to the appropriate personnel and items are then recorded in the minutes of this annual supportability review.		
3. Supportability specialist maintains records of corrective action.		
C. Quarterly:		
1. Analysis to assure work on all aircraft by major job is supportable during the next quarter.		
2. Quarterly Supportability Review includes aircraft company meeting held with back shops to review the requirements identification and back shop capacity.		
3. Supportability specialist assigns action items to the appropriate personnel and items are then recorded in the minutes of this quarterly supportability review.		
4. Supportability specialist maintains records of corrective action.		
D. Monthly:		
1. Resources by type for all tail numbers on station and due in during next month.		
2. Supportability specialist assigns action items to the appropriate personnel and items are then recorded in the minutes of this monthly supportability review.		
3. Supportability specialist maintains records of corrective action.		
E. Biweekly:		

# = Which Objective	Complete	Incomplete
1. "Forward look" to determine if operations are supportable within ten work days.		
2. ALS conducts routine tail team reviews with FLS and First Line Supervisor.		
3. Supportable cards are issued for no more than the ten day window.		
F. UDLM Review: (Incident to Unprogrammed Depot Level Maintenance requirement from SPO)		
5. Organization Performance Oriented Exit Criteria		
a. Fixer's WSSC structure matches the standard organization (Chapter 2) approved by AFMC/LBB.		
b. Planning and Supply functions are co-located in WSSC.		
c. Retail Item Manager, Logistics Mgmt Spec, Engineer and Contracting Officer are present in WSSC.		
d. Schedule Execution functions are performed in WSSC.		
e. Materiel receipt, storage and distribution functions are performed in the WSSC.		
f. Procedures & Analysis Office develops procedures for WSSC personnel.		
g. Process worker has a facility, equipment, materiel and systems connectivity available to enable process activities without leaving the work area.		
6. System Performance Oriented Exit Criteria		
a. G097 has network capability by tail number and operation.		
b. G097 has populated resource pools by type.		
c. G097 has resource simulation capability.		
d. Operational Performance Tracking Module deployed.		
e. Materiel Module deployed and contains LOM/TLOM.		
f. Bar coding capability available to track materiel movement.		
g. Planning module deployed that includes ability for single input of work packages.		
h. The specific process decision data is presented to the process worker from various legacy systems in an efficient, timely and user-friendly manner within the same operating environment.		
i. User does not have to log in and out of various legacy systems to receive, search or send data needed in the performance of each activity step within the process.		
j. Core interface requirements identified on last chart in Chapter Five are available.		
k. Commercial repair parts (e.g. Inventory Locator System) system available within WSSC.		
l. The specific process decision data identified in the activity descriptions (Annex C, numbered by WBS in process model) as priority one or two (P1, P2) have been enabled by automation.		
7. Metrics for Performance-Based Results Oriented Exit Criteria		
a. Routinely measure level of deployment using the "exit criteria audit" checklist (Annex E).		
b. Establish Business Metrics with acceptable ranges/targets to evaluate Cost, Schedule, and Quality.		

# = Which Objective	Complete	Incomplete
c. Procedures and Analysis Office analyzes results, trends, and mechanic feedback so as to recommend changes to process, organization, policy, system, facility and procedures based in process activities (by WBS #).		
d. Procedure established to accomplish random audits to measure data integrity.		
"BUSINESS" METRICS:		
7A. Cost Metrics:		
1. Unit cost per aircraft by MDS; unit cost per flow day.		
2. Cost of delay per hour developed for each aircraft company by LG and agreed to by ALC/CC.		
3. Cost of delays to critical path by type (Recorded in G097, OPT).		
4. Aircraft inventory on base.		
5. Materiel inventory in supply-owned WSSC stock, in maintenance-owned courtesy storage (pseudo/ Y MIC), tail number bin, and bench stock.		
6. Monthly Sales of WSSC materiel compared to stock fund inventory cost.		
7. Materiel delays by type (Reparable, Other Direct, Indirect): e.g. Reparable not available; Prime IM has not programmed funds for stock (D041).		
8. Net Operating Result by MDS: Revenue minus Cost. RCS: MTC-FM(M) 7118		
9. Earned Value. Actual hours expended compared to standard hours earned per day (WMD).		
10. Cost of direct labor, direct materiel and other directs by aircraft tail number for WIP.		
11. Cost of direct labor for overtime and cannibalizations/rob-backs.		
12. Cost of late ordering and DLA service charge for unpredictable parts.		
13. Cost of each supportability option driven by issue ineffectiveness.		
14. Evaluate trend of ratio of indirect costs to direct costs with goal to keep indirects below directs.		

7B. Schedule Metrics:				
1. AMREP delivery date met (adjusted if additional work identified in Pre-Dock).				
2. Execute operation start date IAW PDMSS operation network.				
3. Flow days measured against FY 96 baseline by MDS, modifications, group of modifications, or work packages.				
4. Variance between planned critical path and executed critical path by major job.				
5. ALS issues only supportable cards IAW operation schedule.				
6. Schedule Effectiveness by tail number (G097 Report).				
7. Sources of Supply deliver IAW operation schedule.				
8. Sources of Repair deliver IAW operation schedule.				
9. Delays to mechanic by reason (G097, OPT).				
10. Frequency of each supportability option (due to issue ineffectiveness).				
7C. Quality Metrics:				
1. Control chart of number of defects reported from field after aircraft is received.				
2. Control chart of hours of rework after aircraft is in functional test.				
3. Control chart for number of defective materiel received for storage and issue (QDR).				
4. Control chart for number of materiel shortages vs. the packing list (ROD).				
5. Control chart for number of defects reported during functional test.				
6. Evaluate hourly output per person per day.				
7. Optimize facilities and direct labor by skill to planned work. Master scheduler demonstrate how the aircraft production divisions have an optimal induction plan tied to manpower needed by shifts, required facilities, equipment and number of aircraft at ALC.				